

Members

Jeremy C. Doty, Chair
Thomas C. O'Connor, Vice-Chair
Chris Beale
Peter Elswick
Donald Erickson
Sean Gaffney
Scott Morris
Ian Morrison
Matthew Nutsch



Agenda

Tacoma Planning Commission

Community and Economic Development Department

Ryan Petty, Director
Peter Huffman, Assistant Director
Charles Solverson, P.E., Building Official

Public Works and Utilities Representatives

Jim Parvey, City Engineer/Assistant Director, Public Works Department
Heather Pennington, Water Distribution Engineering Manager, Tacoma Water
Diane Lachel, Community and Government Relations Manager, Click! Network, Tacoma Power

747 Market Street, Room 1036
Tacoma, WA 98402-3793
253-591-5365 (phone) / 253-591-2002 (fax)
www.cityoftacoma.org/planning

(Agenda also available online at: www.cityoftacoma.org/planning > "Planning Commission" > "Agenda Packets")

MEETING: Regular Meeting

TIME: Wednesday, January 19, 2011, 4:00 p.m.

PLACE: Room 16, Tacoma Municipal Building North
733 Market Street, Tacoma, WA 98402

A. CALL TO ORDER

B. QUORUM CALL

C. APPROVAL OF MINUTES – Regular Meeting of December 15, 2010

D. GENERAL BUSINESS

(4:05 p.m.) **1. Master Program for Shoreline Development**

Description: Discuss public comments concerning the S-7 Schuster Parkway shoreline district including the vision, allowed uses, and district boundary, and consider potential revisions to the upcoming public hearing draft of the Shoreline Master Program.

Actions Requested: Review, Comment, Direction

Support Information: See "Agenda Item GB-1"

Staff Contact: Steve Atkinson, 591-5531, satkinson@cityoftacoma.org

(4:35 p.m.) **2. Billboard Regulations**

Description: Discuss potential code revisions pertaining to billboards focusing on allowable height and potential receiving areas as well as review information on highway signage and driver safety.

Actions Requested: Review, Comment, Direction

Support Information: See "Agenda Item GB-2"

Staff Contact: Shirley Schultz, 591-5121, shirley.schultz@cityoftacoma.org



(5:05 p.m.) **3. Annual Amendment #2011-07 Park Zoning and Permitting**

Description: Review the staff report and draft code changes concerning parks, recreation and open space land uses.

Actions Requested: Review, Comment, Direction

Support Information: See "Agenda Item GB-3"

Staff Contact: Elliott Barnett, 591-5389, elliott.barnett@cityoftacoma.org

(5:15 p.m.) **4. Annual Amendment #2011-02 Historic Preservation Plan and Code**

Description: Discuss proposed revisions to the initial draft of the Historic Preservation Plan (September 2010) and review preliminary draft of proposed code changes.

Actions Requested: Review, Comment, Direction

Support Information: See "Agenda Item GB-4"

Staff Contact: Reuben McKnight, 591-5220, reuben.mcknight@cityoftacoma.org

(5:50 p.m.) **5. Annual Amendment #2011-06 – Regional Centers & Safety-Oriented Design**

Description: Review and discuss potential plan changes relative to updating certain introductory language for consistency, clarity and accuracy

Actions Requested: Review, Comment, Direction

Support Information: See "Agenda Item GB-5"

Staff Contact: Donna Stenger, 591-5210, dstenger@cityoftacoma.org

(6:00 p.m.) **6. Annual Amendment #2011-08 – Regulatory Code Refinements**

Description: Review and discuss potential code refinements proposed as part of this year's annual amendment.

Actions Requested: Review, Comment, Direction

Support Information: See "Agenda Item GB-6"

Staff Contact: Brian Boudet, 573-2389, bboudet@cityoftacoma.org

E. COMMUNICATION ITEMS

1. Community Workshop on Billboards, January 31, 2011 – "Agenda Item C-1"
2. Pierce Transit Open Houses on Proposition 1, January 12-26, 2011 – "Agenda Item C-2"
3. Sound Transit Open Houses on Sounder Station Access Planning Study, January 18-26, 2011 – "Agenda Item C-3"
4. The Government Leadership Institute, January-March 2011 – "Agenda Item C-4"

F. COMMENTS BY LONG-RANGE PLANNING DIVISION

G. COMMENTS BY PLANNING COMMISSION

H. ADJOURNMENT

Members

Jeremy C. Doty, Chair
 Thomas C. O'Connor, Vice-Chair
 Chris Beale
 Peter Elswick
 Donald Erickson
 Sean Gaffney
 Scott Morris
 Ian Morrison
 Matthew Nutsch



Minutes

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(For Review/Approval on 1-19-11)

MEETING: Regular Meeting

TIME: Wednesday, December 15, 2010, 4:00 p.m.

PLACE: Room 16, Tacoma Municipal Building North
 733 Market Street, Tacoma, WA 98402

Members Present: Jeremy Doty (Chair), Thomas O'Connor (Vice-Chair), Chris Beale, Peter Elswick, Donald Erickson, Sean Gaffney, Scott Morris, Matthew Nutsch

Members Absent: Ian Morrison

Staff Present: Donna Stenger, Steve Atkinson, Elliott Barnett, Brian Boudet, Reuben McKnight, Philip Kao, Liz Kaster, Ian Munce, Shirley Schultz, Lisa Spadoni, Diane Wiatr and Lihuang Wung (BLUS); Jeff Capell (Legal); Jennifer Kammerzell (Public Works)

Chair Doty called the meeting to order at 4:03 p.m. The minutes of the regular meeting on November 17, 2010 were reviewed. An amendment was proposed to the transcript of the "Annual Amendment #2011-02 – Historic Preservation Plan and Code" to clarify the Commissioners' comments relating to the concept of design standards. Specifically, the last sentence of the first paragraph was revised to read as: "Commissioners questioned this approach and directed staff not to pursue this concept as a requirement, but potentially explore it as an incentive" [proposed additions underlined]. The minutes were approved as amended. The minutes of the regular meeting on December 1, 2010 were also reviewed, and approved as submitted.

GENERAL BUSINESS**1. Billboard Regulations**

Ms. Shelley Kerslake, legal counsel, gave an explanation of why it is necessary to review the billboard regulations. The main reason for considering revisions to the billboard regulations is in response to a lawsuit against the City. She provided an overview of agreement with the City and Clear Channel concerning where new digital billboards may be allowed and the number of existing billboards that will be removed as well as the number of pending billboard permits that



will be given up as a part of the terms of the agreement. Ms. Shirley Schultz, Building and Land Use Services, reviewed the proposed changes to the current billboard regulations that may be needed to execute the agreement, the public outreach plans, and the schedule for moving forward with consideration of potential changes. She talked about what the current City code allows and how the code does not address new technology such as digital signs. Revisions to the code will include modifications to definitions. Ms. Schultz also provided examples of some billboards that are now located in the City.

The Commissioners asked if any studies have been done to assess the impacts of billboards and signs that are located in high traffic areas such as Interstate 5 on traffic safety. The Commissioners also asked staff to provide benchmark information, i.e., examples of current billboard regulations that are in other jurisdictions. Commissioner Beale also expressed a concern that a settlement agreement in conjunction with a lawsuit – which figures prominently in formulating this particular regulation proposal – is not the right way to set public policy.

Ms. Donna Stenger added that because the City is trying to resolve a lawsuit there is a time constraint to be observed in developing the revised regulations. The ultimate goal of the agreement is to have fewer billboards in the City.

2. Appearance of Fairness Doctrine

Mr. Jeff Capell, Deputy City Attorney, presented the legal parameters concerning the Appearance of Fairness Doctrine, in response to the Commission's request made at the previous meeting on December 1, 2010, when the Commission revised its Rules and Regulations ("By-Laws"). The Commission's request was related to the approved revisions concerning "Disclosure of Contacts", whereby "Individual members of the Commission may, but are not required to, participate in or initiate discussions with interested parties affected by issues under consideration by the Commission. Such meetings or contacts with citizens should be disclosed at the next scheduled meeting of the Commission."

First and foremost, Mr. Capell suggested that the Planning Commission is usually not in the role of decision maker, but rather fills a vital role in making recommendations to the City Council so that it can make informed decisions, and as a result, the Appearance of Fairness Doctrine does not apply to the Planning Commission in the traditionally applied sense. One exception would be where the Commission has authority to deny designation on the Tacoma Register of Historic Places under TMC 13.07.060 C.5. In this role, Mr. Capell indicated that his advice would be for Commissioners to follow the structures of the appearance of fairness doctrine and avoid *ex parte* contacts having to do with the decision.

Mr. Capell further suggested that the Commissioners might want to err on the side of caution and disclose when they have been approached by the public or a neighborhood group just as a matter for public record, but that there were really no legal statutes that stated that disclosure was necessary or required because they act as volunteers that perform an important service. Commissioner Erickson disagreed that disclosure is always needed and stated that he felt that the public hearings are forums for getting public opinion brought before the commission and that sharing all contact information that occurs outside of public meetings would be in excess of what is needed. Mr. Capell then stated that there are no clear cut answers that would address completely the issue of whether having conversations with the public on topics before Commission outside of meetings shows an appearance of bias.

3. Annual Amendment #2011-07 – Parks Zoning and Permitting

Mr. Elliott Barnett stated that the Commission had already provided direction on most issues related to this project, and that two substantial subjects remain.

The first is the proposed distance-based exemption from the Conditional Use Permit (CUP) requirement. Staff proposed to add that any use with high intensity lighting would increase the distance at which the exemption would apply to 1,000 feet. The Commission concurred.

The second subject was proposed standards intended to create a land use baseline for parks and recreation uses. Staff presented proposed standards for setbacks in residential zones, street trees, bicycle parking, transit supportive facilities, a clarification that retail sales/service are permitted as ancillary uses, exterior storage, garbage or recycling facilities, signs, and pedestrian access. The Commission asked staff to consider landscaping buffers between parks and residential uses; to benchmark the exact characteristics of retail use that would be considered ancillary to the park; and to provide an overview of Metro Parks' design standards. The Commission also called for inclusion of flexibility where appropriate to account for topographic and other features that could achieve the same intent as proposed setbacks. Finally, the Commission asked staff to review the proposed public access requirement to ensure it does not conflict with the Crime Prevention Through Environmental Design (CPTED) principles. The Commission restated that the objective is to ensure that the code is simplified for parks, rather than made more complex.

4. Master Program for Shoreline Development

Mr. Stephen Atkinson distributed a CD containing public comments received on the preliminary draft Shoreline Master Program (SMP) document that was released for public review in September 2010 and that the CD also included supplementary material submitted by some commenters. He indicated that staff has indentified three key issues reflected in public comments, i.e., public access, Schuster Parkway, and Thea Foss Waterway. He proposed a work program to facilitate the Commission's review and discussion of these key issues. Mr. Atkinson provided a draft schedule showing the Commission conducting a public hearing in April 2011 and making a recommendation to the City Council in July. The City Council is scheduled to conduct a public hearing in September and consider adopting the SMP in November in time to submit the adopted SMP to the Department of Ecology for their approval by the mandated deadline of December 1, 2011.

5. Annual Amendment #2011-02 – Historic Preservation Plan and Code

Mr. Reuben McKnight, Historic Preservation Officer, stated that the proposed Historic Preservation Plan will replace the "Historic Preservation" section of the existing Culture and History Element of the Comprehensive Plan, adopted in 2006. This element, the first relating directly to historic preservation in Tacoma's Comprehensive Plan, will provide overall policy guidance regarding preservation related issues affecting the City of Tacoma. Mr. McKnight discussed two specific policy areas of the proposed Historic Preservation Plan pertaining to the conservation district development and demolition review.

Regarding Conservation Districts, the West Slope neighborhood is the main group that is interested in having the ability to form a neighborhood Conservation District that is not associated with a historic district. The Commissioners questioned whether Conservation Districts are really required or needed and were concerned that a new layer may be adding to the bureaucracy of City government that wouldn't really be of value. The Commissioners also felt strongly that there might be an infringement of property rights to demolish or remodel their homes if Conservation Districts or Historic Districts were set up. The Commissioners suggested that a citizens petition be required for any establishment of a Historic District/Conservation District and that a public comment period be established to receive feedback and input from the community.

Regarding the demolition review, the City does not currently have such a policy in place to protect non-registered buildings that are in danger of being demolished said Mr. McKnight. The Commissioners agreed that there should be a policy in place that would be triggered to keep non-registered buildings (residential and commercial) from being demolished that might be likely to be designated historic. They strongly supported demolition review of buildings on the state and national registers not just the local register.

6. Annual Amendment #2011-05 – Transportation Element

Ms. Diane Wiatr provided an update of the first component of the proposed amendment to the Transportation Element of the Comprehensive Plan pertaining to the use of low speed vehicles (LSVs), Segways, skateboards, and long-boards. She addressed the Commission's questions raised at the November 3rd meeting regarding riding bicycles on sidewalks and use of electrical vehicles on City streets. She indicated that: (a) Bicycles are allowed on sidewalks, except in the downtown Business District; (b) Electrical bicycles are considered like bicycles but are not allowed on sidewalks; and (c) Neighborhood Electric Vehicles which reach a maximum speed of 20 - 25mph are allowed by state law on streets up to 35 unless prohibited by the jurisdiction. So in order to limit their use to 25mph streets the city would need to create code limiting their use.

Ms. Wiatr also shared feedback that staff received from stakeholders and merchants from the downtown area about allowing longboards downtown. Property owners were more inclined to try to protect their property by banning skateboarders downtown while merchants were more willing to try to work at having a code that allowed skateboarders. Commissioners weighed in on the side of the property owners for the most part, but did say that they would be willing to have skateboarding allowed if the code would have as a caveat that "tricks" be prohibited.

Ms. Wiatr distributed a copy of the proposed amendments to the Environmental Stewardship section of the Transportation Element, which included revising the Policy Intent and the existing Policy T-ES-7 Electric Vehicles, as well as adding three new policies: T-ES-8 Emission-free Vehicles and Devices, T-ES-9 Skateboards, and T-ES-10 Electric Vehicle Infrastructure. The Commission concurred with the proposed revisions, but expressed some concerns, such as whether the City had the necessary infrastructure systems in place that would allow for electrical vehicles to be viable modes of transportation.

Ms. Jennifer Kammerzell, Public Works Engineering, provided an update of the other two components of the proposed amendment to the Transportation Element, i.e., the proposed revisions to the Unfunded Project List and the Classification of Arterials Map. She presented a list of twenty-one projects to be included in the Unfunded Project List and explained that the list was a result of neighborhood outreach and staff analysis, reflecting the desire and needs of the

community. Once adopted as part of the Comprehensive Plan, these projects would be eligible for funding applications, and if funds became available, would be moved to the Six-Year Comprehensive Transportation Program for implementation. Ms. Kammerzell also presented proposed revisions to the Classification of Arterials Map, including three changes to the Tacoma Municipal Code 11.05.490 Arterial Streets Designated since 2004 and two proposed for City Council's adoption in February 2011. The proposed changes are needed for consistency with the Tacoma Municipal Code.

The Commission concurred with Ms. Kammerzell's proposals, but asked that staff analyze the feasibility of reclassifying East 34th Street between Pacific Avenue and McKinley Avenue as a residential street.

COMMUNICATION ITEMS

Chair Doty acknowledged receipt of the following:

1. Hearing Examiner's Reports and Decisions

COMMENTS BY LONG-RANGE PLANNING DIVISION

None.

COMMENTS BY PLANNING COMMISSION

Chair Doty expressed his concern on the excessive amount of handouts distributed today. He noted that the Commissioners were not provided an opportunity to review the materials in advance. He suggested that background information be included in the agenda packets as much as possible. He also requested that today's handouts be made available on the City's web site for review by interested parties.

ADJOURNMENT

The meeting adjourned at 7:23 p.m.



City of Tacoma
Community and Economic Development Department

TO: Planning Commission
FROM: Donna Stenger, Manager, Long-Range Planning Division
SUBJECT: Shoreline Master Program Update – S-7 Schuster Parkway Shoreline District
DATE: January 12, 2011

On January 19th, staff will be seeking direction from the Planning Commission on whether to revise policies and development regulations pertaining to the S-7 Schuster Parkway Shoreline District as proposed in the preliminary draft Tacoma Shoreline Master Program (TSMP) released in September. The Commission has received many comments related to the district intent statement and use and development regulations, including public access requirements.

As part of the discussion, staff will provide an overview of public comments on the proposed TSMP. Commission members may want to bring their copy of the public comment book to the meeting.

In support of this discussion, staff is providing the following materials as background for the Commission's review:

1. A comparison of the existing and proposed regulations for the S-7 shoreline district including the District Intent Statement, Environment Designation, District Boundary, Permitted Uses, and Public Access, with a summary of public comments on those topics;
2. A draft Shoreline Use and Modifications Table for the S-7 Shoreline District, with notations identifying where the permitting type has changed in comparison to the existing SMP;
3. A map comparing the existing and proposed shoreline district boundary;
4. Lastly, many comments have been submitted that either refer to or discuss the "Dome to Defiance Study" prepared by the City Club of Tacoma. Many of the recommendations of this study were carried forward in the City's planning and regulatory documents. For informational purposes, a copy of this document is attached. Relevant discussion of the Schuster Parkway shoreline may be found on page 7 and on pages 28-33.

If you have any questions on any of the attached materials, please contact Stephen Atkinson at 591-5531 or satkinson@cityoftacoma.org.

DS:sa

Attachments

c. Peter Huffman, Assistant Director

**COMPARISON TABLE:
Existing and Proposed S-7 Schuster Parkway Shoreline District**

Intent Statement		
Existing	Proposed (preliminary draft)	Public Comments
The intent of the “S-7” Shoreline District is to allow development of deep water terminal and light industrial facilities, but to preserve the character and quality of life in adjoining residential areas, school and park properties.	The intent of the “S-7” Schuster Parkway Shoreline District is to allow development of deep water terminal and light industrial facilities, but to preserve the character and quality of life in adjoining residential areas, school and park properties.	Suggested language: Recognize that water-dependent uses are the preferred use and therefore allow and encourage the continuation of uses that require deep-water access while minimizing impacts to surrounding properties and improving public access along non-industrial areas if no health, safety, or security concerns exist.
		Create new intent language that gives public access more deference when TEMCO seeks permits
		Retain the existing intent language
		The intent protects adjacent residences, schools, and park properties and their quality of life, but does not enforce this through use and development regulations
Environment Designation		
Existing	Proposed (preliminary draft)	Public Comments
“Urban”	“High Intensity”	Not an appropriate area for high intensity development due to close proximity to residences, schools, parks.
		Maintain existing designation

		Make consistent with the S-6 Ruston Way shoreline district – Urban Conservancy Designation
District Boundary (Please see Attachment 3 for further description)		
Existing	Proposed (preliminary draft)	Public Comments
The “S-7” Shoreline District is hereby described as an area bounded by: a line lying 200 feet landward and generally parallel to the ordinary high water mark of Commencement Bay; the centerline (extended) of the 4th Street bridge; the Outer Harbor Line of Commencement Bay; the east line of Block 74 of Tacoma Tidelands.	The S-7 Shoreline District extends from the boundary line between the Chinese Reconciliation Park and Tahoma Salt Marsh to the northernmost extent of Thea’s Park, including those areas upland within 200’ of the OHWM and the entirety of the Sperry Ocean Dock access road.	Sperry Ocean Dock property is more appropriately located in S-6 Ruston Way shoreline district
		All of the S-7 district should be included in the S-6 Ruston Way shoreline district.
Permitted Uses (Please see Attachment 2 for further information)		
Existing	Proposed (preliminary draft)	Public Comments
Permitted uses include water-oriented commercial, piers, wharves, docks and floats, port, terminal and industrial uses, utilities (underground), road and railroad construction, marinas and boat launch facilities.	Permitted uses are generally consistent with the existing Master Program, but with the addition of water-oriented recreation as a permitted use in the district. In addition, non-water-oriented commercial and industrial uses, new railway facilities, and fill and excavation below the OHWM are not allowed.	Permit above ground utilities
		Do not prohibit new railway

		Permit fill and excavation below OHWM
		Do not allow expansion of existing uses
		Do not allow new ships or in water moorage
		Do not permit uses that will interfere with continuous public access
		Sperry Ocean Dock should be relocated to the port/tideflats
		Industrial activities in S-7 could be accommodated elsewhere
		Existing and permitted uses are inconsistent with adjacent zoning
		Make the permitted uses consistent with Ruston Way zoning – no industrial uses permitted.
	Public Access (Please see also attachment 4: Dome to Defiance Study)	
Existing	Proposed (preliminary draft)	Public Comments
Except where a waiver is granted for security or safety considerations, required access consists of a “continuous, unobstructed, publicly accessible esplanade or boardwalk fronting directly on the shoreline edge” and improved to a minimum of 15’.	<p>“S-7” Schuster Parkway Shoreline District</p> <p>a. All new development that fronts on the shoreline, except water-oriented Port, Terminal and Industrial use, shall provide a continuous public access walkway along the entire site’s shoreline, improved to a minimum average width of 15 feet and ADA accessible.</p> <p>b. When public access requirements</p>	Promote/do not abandon the “Dome to Defiance” vision of a continuous trail system along the water.

	<p>cannot be met or are not required on-site, off-site improvements shall occur in the following order of preference:</p> <ul style="list-style-type: none"> i. Completion of the multi-modal Schuster Parkway Trail, as identified in the Public Access Plan, including site amenities; ii. Completion of the Bayside Trail, including site amenities; iii. Improving connections between Schuster Parkway and the Bayside Trail; iv. Provide access directly along the water when the protection of private property rights, public safety and the environment can be ensured. This access may require connections to existing points of public access through creative means such as flyovers. 	
		The City could benefit greatly from a connected waterfront, from Thea Foss to Point Defiance – do not allow private developments that will interfere with this vision
		On site 15’ walkway should be the preferred access alternative
		When public access requirements cannot be met on site, off site improvements should incorporate one of more of the listed access projects
		“Either-or” of public access and industrial use is an outdated way of thinking

		Provide for the public's right to access the waters of the state
		Support a safe and continuous waterfront walkway from Tacoma Dome to Point Defiance
		Bayside Trail and Schuster sidewalk should be removed as options due to the destabilizing effects they could have on hillside
		The Bayside Trail is not an adequate replacement for a waterfront walkway
		The Schuster Parkway sidewalk is unsafe and an undesirable form of access
		Sperry Ocean Dock is supportive of public access to public properties
		TEMCO is supportive of restoring the Bayside Trail and using the existing rules to achieve contiguous and connected access along the water or with views of the water

**PRELIMINARY DRAFT TACOMA SHORELINE MASTER PROGRAM
SHORELINE USE AND MODIFICATIONS IN SCHUSTER PARKWAY S-7**

District	S-7
District Name	Schuster Parkway
Shoreline Designation	HI
Shoreline Uses	
Agriculture	
Agriculture	N
Aquaculture	
Aquaculture, general	N
Artwork	
Artwork	P
Boating Facilities	
Marinas	P
Boat Ramps	N
Non-motorized Boat Launch	P
Mooring Buoy	P
Navigational Aids	P
Covered Moorages/Boat Houses ³	N
Commercial Development	
Water dependent	P
Water related	P
Water enjoyment	P
Non Water oriented	N
Ecological Restoration / Enhancement / Mitigation	
Ecological Restoration / Enhancement / Mitigation	P
Educational, Cultural and Scientific	
Educational, Cultural and Scientific	P
Forest Practices	
Forest Practices	N
Port, Terminal, and Industrial Development	
Water-dependent	P
Water-related	P
Non water oriented	N
Mining	
Mining	N
Mooring Facilities: Piers, Wharves, Docks and Floats	
Associated with Residential Uses	N
Associated Public Access Uses	P
Associated with Water Dependent Uses	P
Parking	
Associated with an Approved Use	P
As a Primary Use	N
Recreational Development	
Water oriented	P
Non-Water oriented	N
Residential Development	
Single-family ¹⁴	N
Multifamily	N
Multifamily as part of a mix-use development	N
Home Occupation	N
Signs	
Interpretive/Educational	P
Advertising	P
Transportation	
New SOV-oriented Facilities	N
New HOV or Transit-oriented Facilities	P
New Railways	N
Expansion of Existing Facilities	P
Passenger only ferry- and water taxi-related Facilities	P
Non-motorized facilities, new or expansion	P

District	S-7
District Name	Schuster Parkway
Shoreline Designation	HI
Utilities	
Underground	P
Above ground	N
Shoreline Modification	
Shoreline Stabilization	
For water-dependent uses ¹⁷	P
For Non-water-dependent uses	CU
Breakwaters, Jetties, Groins and Weirs	
Associated with marinas	N
For Navigational purposes	N
As part of Ecological Restoration and Enhancement	P
Dredging and Dredge Material Disposal	
Non-maintenance dredging	N
Maintenance dredging	P
As Part of Ecological Restoration / Enhancement	P
Fill and Excavation	
Fill and Excavation, Below OHWM	N
Below OHWM for Ecological Restoration and Enhancement	P
Above OHWM	CU
Flood Control Works and In-stream Structures	
	N
General Minimum Development Standards	
Critical Area Buffer, per TSMP Chapter 6	115 ft. from OHWM
Height Limit	100 ft for deep water facilities ¹⁹ otherwise 35 ft ²⁰
Side Yard/View Corridor ¹⁸	30% of shoreline frontage ²⁰
Front Yard Setback	20 ft ²⁰
Rear Yard Setback (from edge of applicable buffer)	10 ft ²⁰

P: Allowed Use
CU: Conditional Use
N: Not Allowed

Green: More protective (from P to Cu or N)
Red: Less protective (from N to CU or CU to P)
Blue: Use not specifically addressed in existing SMP

Comparison of Existing and Proposed S-7 Shoreline District Boundary

City of Tacoma



DOME TO DEFIANCE



Tacoma's Urban Waterfront
City Club of Tacoma

LETTER OF TRANSMITTAL

May 16, 1988

To the Membership - City Club of Tacoma:

It is our pleasure to transmit our study report on Tacoma's Waterfront, "Dome to Defiance", for your review.

The report was designed to stimulate discussion of the future of Tacoma's five and a half miles of waterfront extending from the Tacoma Dome to Point Defiance, we hope that it will help the City of Tacoma decide how to take full advantage of this unique municipal asset.

We make two main points:

1. The entire waterfront must be planned as a whole.
2. The plan must contain a vision for the waterfront's future as a true "people place."

Our vision, as set out in the report, provides in part:

We would have a shoreside people-place 5 1/2 miles long. No other waterfront in the Northwest would be as spectacular.

This would not be all parks or all commercial development. The shoreside people-place would be a unique blend of mixed uses including industrial, commercial, residential and recreational. It would include both public and private areas. The identifying characteristic of this waterfront would be its urban quality, close to the population centers. It would have public access and view access to the water the whole length of the shore. It would be easy to get to, it would link downtown, neighborhood areas, and our major in-town park. It would have a water transportation link to the rest of Puget Sound. It would be diverse and interesting - primarily an area for Tacoma and Pierce County residents, but it could also be a major magnet for tourists and other visitors.

As a study committee, we were not able to put a price tag on realization of the vision. That must be done as part of the plan development process. We note, however, that an essential public-private partnership approach should help control these costs.

Ultimately, the people of Tacoma must decide what they need, what they want and what they can afford. The study will have achieved its objective if it helps to establish a city consensus on these questions.

Sincerely,

Waterfront Research Committee

Barbara Bingham, Chair
Sue Batali
Bill Colby
Leta Schattauer
Michael B. Smith

DOME TO DEFIANCE

Tacoma's Urban Waterfront

A City Club of Tacoma Research Report

May, 1988

This is the first of City Club's major research reports which focus on issues of importance to the community. The report contains recommendations which will be reviewed and voted upon by the membership at a special meeting on June 1, 1988.



City Club of Tacoma
950 Fawcett
Tacoma, WA 98402

Waterfront Research Committee

Barbara Bingham, Chair
Sue Batali
Bill Colby
Leta Schattauer
Michael B. Smith

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DOME TO DEFIANCE

Part I - Introduction

Our Tacoma urban waterfront is a unique asset. We have a remarkably long, potentially accessible, shoreline close to downtown and residential areas. This shoreline offers spectacular views of Commencement Bay, the Olympic and Cascade Mountain ranges and Mt. Rainier.

Urban waterfronts are being rediscovered nationally. They are becoming more "people-oriented." Some of the past industrial and commercial uses of the shoreline are no longer viable and as the opportunity for change in these areas arises, they are being redeveloped. The waterfront invites leisure time and recreational activities, but it is also suitable for commercial development and for such water-dependent uses as fishing, moorage, shipping and related industries. Our waterfront is in a period of transition, an ideal time to look closely at it for renewal and improvement.

The Tacoma urban waterfront stretches 5.5 miles from the Tacoma Dome to Point Defiance. It divides geographically into three major portions: City Waterway, Schuster Parkway and Ruston Way. These areas, each with its own character, have been zoned separately and have developed differently. We will consider them individually but emphasize that they comprise an urban shoreline which should be envisioned in its entirety.

Such recent events as the construction of the new Tacoma I-705 Spur offering an entrance view of the City Waterway, the revitalization of downtown Tacoma, the renewal of Union Station, the successful development of Ruston Way and the closing of the Asarco smelter have together stimulated intense public interest in the future of the Tacoma urban waterfront.

The acclaimed renaissance of the Ruston Way waterfront, with promenade, parks, fishing piers and restaurants fosters a vision for "more of the same." This vision demands responsibility and stewardship to assure the proper future for our shoreline. But where will the vision come from and who will accept the responsibility of the stewardship?

A. Charge to the Committee

In June, 1987, the Board of Directors of the City Club of Tacoma, on recommendation of its Research Board, charged this Committee to study present and future use and development of the Tacoma urban waterfront. The committee was asked to review policies, regulations, and conditions applicable to existing and proposed municipal waterfront plans. It was asked to make recommendations and suggest solutions to issues and problems identified during the study. (Full charge in appendix of this report.)

B. Scope of work

(see map page 3)

The study area included that portion of the urban waterfront on the western edge of Commencement Bay beginning at the south end of City Waterway near the Tacoma Dome and extending north to Point Defiance. The study also included the greenbelt trails along the slopes of the western sides of Schuster Parkway and Ruston Way.

The future of Ruston and the Asarco site were not included and should be studied separately. *For purposes of future planning the shoreline of the Asarco site should be restricted only to the broad urban waterfront categories of water-dependent, water-related, or water-enjoyment.*

The timing of this study coincides with governmental and private sector reviews now underway including:

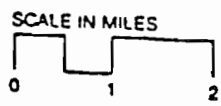
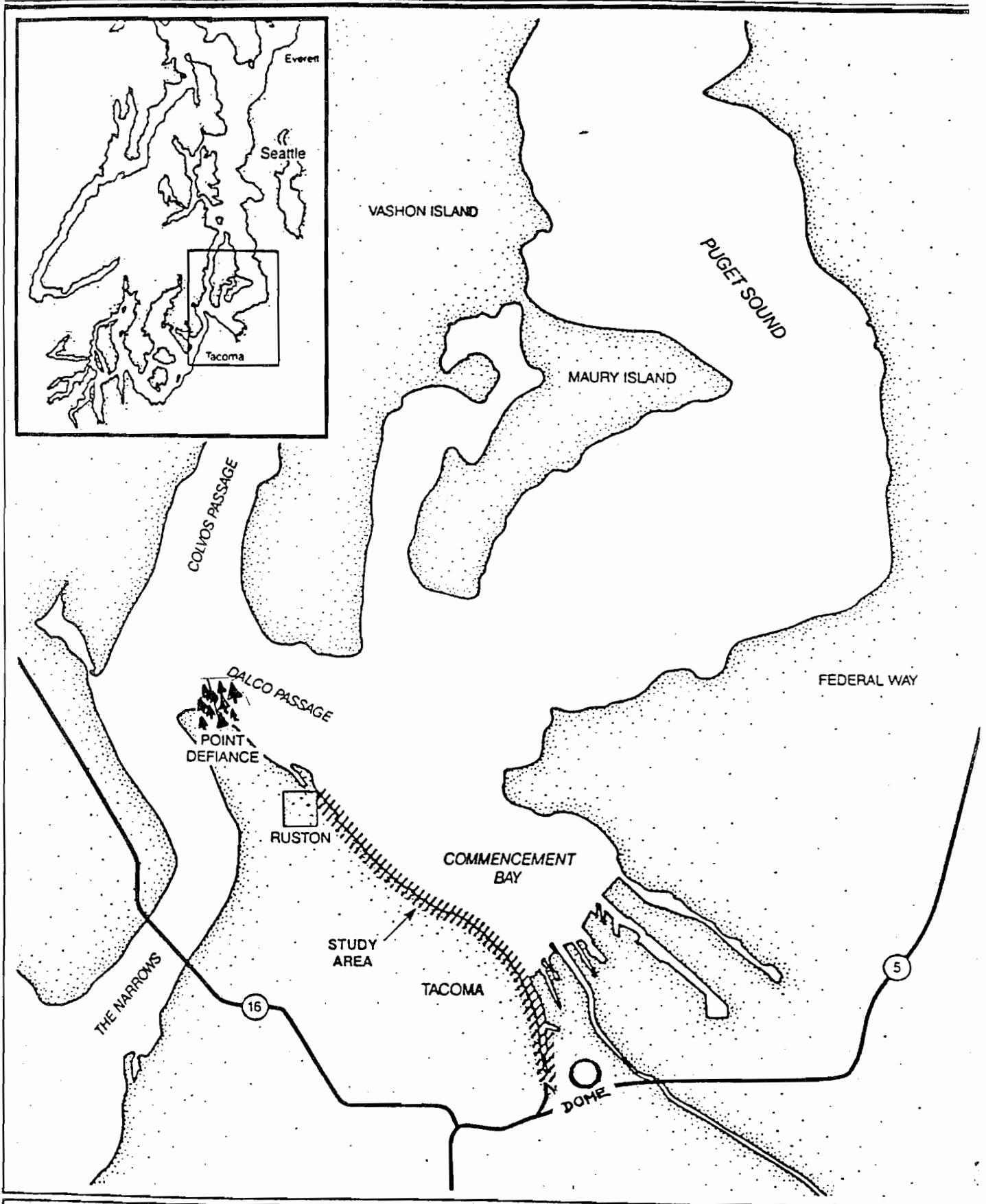
- * Washington State Department of Ecology's Shoreline Policy Review Analysis.
- * City of Tacoma's Review and Analysis of Critical Waterfront Issues.
- * Tacoma's Shoreline Trails Study.
- * Burlington Northern Railroad's design and market studies.

We hope our work will assist their efforts by providing a civic, "grass roots" dimension to their work.

C. Research Methods

The Committee used the following methods to research this waterfront study:

- * Observing present conditions and uses.
- * Interviewing and corresponding with people who have specific interests in, and concerns for the waterfront or who have certain expertise or knowledge of the waterfront.
- * Reviewing past and present shoreline management policies, regulations, zoning and plans.
- * Reviewing the history and development of the area.
- * Reviewing waterfronts in other communities.
- * Conducting an attitude and use survey of City Club members and other Tacoma citizens.



Vicinity Map

Part II - Summary

The Committee has sought to discover how the waterfront can develop to its fullest potential. We have identified problems and opportunities affecting development and suggested ways to realize opportunities and solve some of the problems. Our recommendations fall into two categories: those which concern the entire waterfront and those related to specific segments.

A. Issues

We found these major issues and "needs" concerning Tacoma's urban waterfront:

1. Need for a clear vision of the future of the waterfront.
2. Need for strong leadership and commitment championing the development of the entire waterfront.
3. Need for increased public awareness of the opportunity for waterfront use and development.
4. Need for improved coordination and better communication among those involved with waterfront development including:
 - * Political and community leadership.
 - * Public planning and regulatory agencies - local and state.
 - * Private developers and owners.
 - * Neighborhood and user groups.
5. Conflicts pertaining to the proper use and ownership of the waterfront among those who want:
 - * Public ownership devoted to parks and public use.
 - * Commercial development.
 - * Water-dependent industrial uses.
6. Need for changes in the Tacoma Master Program for Shoreline Development relating to allowed uses.
7. Need to streamline the permit processes for shoreline development.
8. Apparent lack of workable solutions for identified problems of land and water pollution.
9. Lack of satisfactory transportation and access to and along the waterfront area.

B. Recommendations for the entire urban waterfront.

Tacoma must create a clear vision for the future of the waterfront.

- * 1. The urban waterfront, from the Dome to Defiance, should be considered in its entirety, not as separate unrelated pieces.
- * 2. The city should prepare a Master Plan for the entire urban waterfront to guide development well into the next century. This should include an action plan for the publicly owned portions of the Master Plan.

The City must make a commitment to champion this vision and make it a reality.

- * 3. A working partnership between the public and private sectors must be established.
- * 4. A full time staff person should be assigned to work on waterfront planning and development.
- * 5. Public awareness of the possibilities for the waterfront should be vigorously promoted.
- * 6. A Waterfront Advisory Committee should be established to provide community participation in development and implementation of a Dome to Defiance Waterfront plan.
- * 7. A citizens Waterfront Design Commission should be established to provide leadership and advice to assure quality design development.
- * 8. Communication and coordination among those involved in waterfront planning and development should be strengthened.

The Master Program for Shoreline Development of the City of Tacoma should be modified:

- * 9. To allow "water-enjoyment" as well as "water-dependent" and "water-related" uses.
- * 10. To include standards for permissible mixed-use developments.
- * 11. To include standards for acceptable residential development in all upland¹ areas of this urban waterfront.
- * 12. To require provision of public access and view corridors to the shore in any new or revised projects.

Permit processes for Shoreline Development should be improved:

- * 13. By creating more specific standards in the Master Program which would be easier to interpret.
 - * 14. By providing "scoping meetings" among all concerned parties and citizen's groups.
15. A public pedestrian/bicycle promenade the entire length of the urban shoreline should be established.
16. All public areas including trails should be properly identified and maintained.
17. Small parks and educational sites should be established along the entire waterfront.

¹ "Upland" is all land above the ordinary high-water mark. That is, "upland" would not include structures built on piers above the water.

C. City Waterway Recommendations

(see map page 20)

1. At least 1/4 of the west side of City Waterway should be in public ownership and developed for public use and enjoyment.
2. Water and land pollution problems along the City Waterway segment should be addressed jointly by the private and public sectors to achieve economically feasible solutions.
 - * These should include Department of Ecology, developers, owners, lending institutions, Port, city, state and federal agencies etc.
 - * These discussions should be facilitated by the City of Tacoma.
3. Access to the City Waterway should be improved for both vehicles and pedestrians.
4. The proposed pedestrian overpass from Union Station to the Waterway should be constructed soon.
5. Plans should be made for a maritime museum along the City Waterway.
6. Provision for ample public and transient docking space should be provided along the City Waterway.
7. The possibility of establishing a commuter ferry system docking in the City Waterway, should be pursued.
8. The east side of City Waterway, from its entrance to 15th Street should be rezoned from port industrial and terminal use to mixed public and private use.

D. Schuster Parkway Recommendations

(see map page 28)

1. The area adjacent to Commencement Park, known as the National Guard site, should be mixed public and private uses, disallowing industrial and deep water moorage uses.
2. The portion of Schuster Parkway from and including the Sperry Mill site to and including the Continental Grain terminal site should remain zoned for industrial and deep water moorage uses.
3. There should be a public park site by the 4th Street bridge between Schuster Parkway and the City Waterway

E. Ruston Way Recommendations

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2. There should be public transportation to and along the waterfront.

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E. Ruston Way Recommendations

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2. There should be public transportation to and along the waterfront.

In the case of the City Waterway there is a clear available choice for partnership between the public and private sectors. The largest land owner on this waterway is the Burlington-Northern railroad which has underway a market study and a design study of the area. The railroad clearly intends to develop its extensive holdings along the waterway. The city and the railroad must work together to achieve shared goals.

As plans are made for the waterfront, another look at Schuster Parkway is timely - a long look into the future - to see if this key link in the urban waterfront can be creatively used for people-oriented development. The possibilities of compatible coexistence between industry and recreation should be explored. A plan for 50 years from now needs to insure that "people" will not be precluded as uses change.

The city government of Tacoma should recognize the importance of its urban waterfront, discover the possibilities for using and developing its waterfront, create a plan for this development and take the lead in seeing that the plan is carried out.

To understand the framework for planning and development, we now look at the regulations governing shoreline development, why they exist, what they allow and how they can be changed.

B. Shoreline Regulations

The purpose of State and City shoreline regulations is to protect the finite resource which is the shoreline. Cities are required to prepare master programs for the regulation of the uses of the shoreline. Uses that enhance public access to the shoreline or are dependent on a shoreline location are emphasized. Generally, shoreline areas extend inland for 200 feet.

All Tacoma shoreline zoning is governed by the 1976 Master Program for Shoreline Development of the City of Tacoma. This Master Program had been adopted by the City and approved by the State Department of Ecology under the State Shoreline Management Act of 1971. The City of Tacoma is now reevaluating its Master Program to bring it up to date.

The Tacoma Master Program defines allowable uses in the shoreline area, explains shoreline policies and establishes permit procedures. Any substantial development (private or public) on the waterfront requires a shoreline permit. The shoreline permit application must be reviewed and approved by the City and the State before construction may begin. Allowable uses listed in the master program are guides to the types of development which might be approved. Some allowable uses, however, could be unsuitable for specific sites and therefore not approved. (Present allowable uses and permit procedures are discussed in the appendix of this report).

The Master Program does not set forth a definitive plan for action or development. Although Tacoma has achieved significant success in development and use of portions of this shoreline, the City lacks organization and continuity for the future positive development of the entire urban waterfront.

C. Recommendations

One of the property owners and business operators on Ruston Way whom we interviewed said that we are stewards of the waterfront. This shoreline is indeed "ours" and we must take care of it. The following recommendations are offered as a result of this Committee's study to provide a guide for Tacoma's future waterfront development.

1. The Tacoma area urban waterfront, from the Dome to Defiance, should always be considered in its entirety.

This involves a concept that must permeate all discussion and development of the area. No longer should one area be conceived as separate and distinct from the other waterfront areas. This aspect should be emphasized in planning and in the education of elected officials, government staff, the public, and developers.

The vision of a people-oriented waterfront stretching from the Dome to Defiance is not new, but the commitment to achieving this vision has yet to come. We deserve a shoreside people-place 5.5 miles long.

The urban waterfront would not be all parks or all commercial development. It would be a unique blend of mixed uses including industrial, commercial, residential and recreational. It would include both public and private areas. The identifying characteristic of this waterfront would be its urban quality, close to the population centers. It would have public access and view access to the water the whole length of the shore. It would be easy to get to. It would link downtown, neighborhood areas, and our major in-town park. It would have a water transportation link to the rest of Puget Sound. The urban waterfront would primarily be an area for Tacoma and Pierce County residents, but it could also be a major magnet for tourists and other visitors.

For this waterfront program to become an actuality, it is vital to create a vision of the whole. Opportunistic and piecemeal planning would be shortsighted. Planning of the parts must relate to and be governed by the planning for the whole.

This Committee realizes that the shoreline is not going to transform immediately. The Dome to Defiance vision is for the immediate and the future and it must be a total vision.

Much needs to be done now to set this vision in place.

2. A Master Plan for the urban waterfront from the Dome to Defiance should be created.

A Master Plan for Urban Shoreline Development for at least the next 20 years would be a visionary guide and provide encouragement and direction for design quality, public improvements and economic development.

The Ruston Way plan of 1981 provided such a guide for that area. The remainder of the waterfront has developed mainly as a matter of reaction to isolated proposals or problems rather than a positive action toward overall development.

The current Master Program for Shoreline Development outlines policies which we feel are important and appropriate to the urban shoreline. Yet the Master Program lacks an action program and a visionary guide to indicate what will be done.

A Master Plan should include:

- * A visionary map of proposed uses, with necessary public infrastructure designated.
- * Design quality and standards .
- * Cost estimates.
- * A review of Shoreline regulations and programs showing how the plan relates to these.
- * A time-line for action.
- * Designation of an authority responsible for the Plan.
- * Long range goals for changes which are not possible at the present time, but are desired in the Master plan.
- * Separate plans for the different segments, showing how they relate one to another and detailed plans for the segments.
- * A process for public input while developing the plan.
- * A process for citizen advice during implementation of the Plan.

The focus of development in a Master Plan would be on the continuity of the urban waterfront. In order for the Plan to succeed it must have public support which requires citizen participation from the beginning.

3. A working partnership between the public and private sectors must be established to provide for improved communication, problem-solving and promotion of the waterfront.

The Tacoma urban waterfront deserves special attention and consideration by both the public and the private sectors of the community. They must work together to assure positive use and development of this remarkable resource.

The direction of the public sector has been two-fold: 1) to develop regulations governing allowable uses and general planning policies regarding these uses. 2) to provide a groundwork of public facilities to encourage private use and development.

The private sector has attempted: 1) to stimulate the public sector to provide public spaces and recreational opportunity along the waterfront 2) to develop the shoreline in an economically feasible manner which will respond to the marketplace, stimulating public and private revenue.

4. The City of Tacoma should have a full-time staff person assigned to waterfront development.

If the City commits itself to a Master Plan for the development of the Urban Waterfront, it will be necessary to delegate responsibility for the task of implementation and coordination. Until 1987 there was a staff person in the Community Development Department whose sole responsibility was Manager for Waterfront Development. We feel this position should be reinstated, but in a broader perspective - that of total development of a whole urban waterfront from Dome to Defiance. Most of the recommendations included in this report would be the responsibility of this person.

5. A concerted effort to develop public awareness of the present and future potential of the waterfront is necessary for vital public support.

There appears to be a lack of awareness of the present available uses of the waterfront, the condition of the whole waterfront and its potential for use and enjoyment. The Ruston Way waterfront, while busy and used, still has not been discovered by a majority of Tacoma and Pierce County residents. Many persons do not know what City Waterway looks like or where it is.

Increased publicity about the Ruston Way waterfront and its availability for recreational uses, coupled with easier public transportation to and along the Way would bring more people to this area. As people use this waterfront they become more enthusiastic and more aware of the possibilities for the rest of the waterfront. Our survey shows that the people who use the Ruston Way waterfront want "more of the same."

A combination of efforts could achieve this result:

- * Major events along the waterfront to introduce people to it, for example;
- * A Dome to Defiance "walk-a-thon" and/or race.
- * A public salmon bake along Ruston Way, perhaps at the new Marine Park.
- * A grand opening for the new park.
- * A street fair along City Waterway.
- * Public transportation to such events.
- * More advertising: radio, newspaper, media coverage of positive uses, perhaps a special supplement in the Sunday newspaper about the waterfront.
- * Better signage to the waterfront from all sections of town.
- * Improved year-round public transportation to the waterfront.

Public participation and awareness in developing a Dome to Defiance Master Plan would bring a sense of ownership by the public to the project. This could be accomplished in a variety of ways:

- * Public forums for people to hear about the concept, offer their creative ideas, express their wishes and fears.
- * Drawings, sketches, models, maps of possible visions for the waterfront should be made and be publicly displayed in libraries, theaters, the zoo, shopping centers, County-City Building, etc.

6. Establish a Waterfront Design Commission.

- * This commission could create a design concept for the urban waterfront and would provide vital continuity of design elements from the Dome to Defiance.
- * It would provide leadership and be an advisory think-tank for quality design development that would coordinate with other city commissions such as planning, parks and arts commissions.
- * It would review proposals and make recommendations to the City Council on matters such as buildings, industries, street improvements, city and business signs, graphics, lighting, building materials, and open-space plazas. Some recommendations could become regulations, such as underground electrical wiring.

This Waterfront Design Commission would be a community citizens group of nine, including no more than five professionals. Members would be selected by the City Council. Members should have interest and/or expertise in the urban/community design (architects, planners, landscape architects, lay persons), transportation (shipping, railroad, air, automobile, public transit), economics and law. To provide continuity of recommendations and record keeping, city staff support should be provided.

A number of large metropolitan areas, including Portland, have design commissions. At the November 1987 City Club meeting on the Tacoma urban waterfront, one panelist suggested a design commission. Several survey respondents strongly supported this idea. A city-wide design commission would be an acceptable alternative.

7. A Citizens' Waterfront Advisory Committee should be established.

Citizen participation in development, implementation and maintenance of a Dome to Defiance Waterfront Plan is necessary. An Advisory Committee would:

- * Provide continued public involvement and give advisory and research support to various city, state and federal agencies including the Design Commission.
- * Facilitate communication between and within the private and public sectors.
- * Promote and publicize waterfront planning and activities.
- * Promote public forums and gather public input on matters pertaining to the waterfront.
- * Be a "watch-dog" for the waterfront.

The responsibility for this task currently lies with the Natural Systems Advisory Committee. This is one of their many responsibilities. The amount of detailed work envisioned for this specific committee would require a considerable amount of time. We therefore recommend this Waterfront Advisory Committee be either a sub-unit of the Natural Systems Committee or a separate committee by itself. The Design Commission recommended in a previous section could be part of this Committee.

8. A method to facilitate communication and coordination among all those involved in waterfront development should be devised.

The responsibility for devising a method could be that of the Waterfront Staff Person working with a Waterfront Advisory Committee. This communication and coordination would serve the private sector, community interest groups, the city, state and federal agencies and other interested parties. This would assist in "scoping" meetings for permits, pollution abatement problems and at other times when increased communications would be appropriate.

9. The Master Program for Shoreline Development of the City of Tacoma should include regulations which allow "water-enjoyment" uses as well as "water dependent" and "water-related" uses.

The Tacoma Master Program uses the terms "water-dependent" and "water-related" in describing types of activities allowed on the shorelines. These are defined as follows:

- * Water-dependent use means a use which cannot logically exist in any other location but on the water.
- * Water-related use means a use that by locating on or near the waterfront will facilitate its operation or will provide increased opportunity for general public use and enjoyment of shorelines and shoreline areas.

In an attempt to clarify appropriate uses for the shorelines, the recent Urban Waterfront Policy Analysis of the State Department of Ecology urges a strict interpretation of water-relatedness to include only those uses that depend on the shoreline as a functional resource and recommends establishing clear tests for water-relatedness.

The Policy Analysis has introduced the term "water-enjoyment" to expand the variety of uses on the shoreline. The Analysis urges local programs to specify conditions and criteria for "water-enjoyment" which it defines as:

...uses which utilize the shoreline as an amenity rather than as a functional resource as do water-dependent and water-related uses.

Water-enjoyment uses would include recreational oriented uses such as restaurants, parks, community clubs and museums.

The current Tacoma shoreline regulation definition of "water-related uses" combines water-enjoyment uses with water-related uses. This Committee agrees with the State that these should be separate and unique definitions as there may be areas that are suitable for one use but not for the other.

10. The Master Program should include standards for allowing mixed-uses projects.

The Urban Waterfront Policy Analysis states:

Mixed-use projects are shoreline developments which combine more than one separate but related activity into a coordinated package. Activities usually include one or more water dependent uses ... with non-water dependent uses..The use activities should work together and support each other functionally and aesthetically.

In talking to this Committee the Department of Ecology Supervisor for the Shoreline Management Section of the Coastal Zone Program said that mixed-uses can be appropriate as long as cities can provide that water-dependent activities will not be excluded because of mixed-use projects.

The Policy Analysis continues:

Mixed-use projects are a positive way to achieve public benefits in terms of water-dependent uses, public access and economic revitalization ... Master programs for urban areas should include provisions for mixed-use projects including an objective statement, minimum standards and a well defined process for evaluating mixed-use proposals.

11. Residential uses should be allowed on upland areas of all three segment of the waterfront as long as public access to and along the shoreline is guaranteed.

We recommend allowing residential use -- apartments, condominiums, cluster housing, individual housing -- in the shoreline area. The State Shoreline Management Act strictly prohibits any new over-water residential use. Residential would be but one of many allowable uses. Regulations for this use should guarantee public access to and along the waterfront View corridors should be required, with design elements subject to approval. All other zoning requirements as to height etc. would be strictly maintained.

One of our witnesses commented that the more people there are in an area at all different times of the day and night, the more interesting and safe the area becomes. Several comments from the recent City Club survey indicate positive reactions to residential development.

If we learn anything from other cities and our own downtown, it must be that for successful vibrant communities, we need people living in high-use areas, such as Central Business District and Ruston Way. People make our city not just parks and buildings.

2-3 story condos, mixed in along City Waterway will anchor development with committed residents to support restaurants, area businesses and encourage upscale maintenance ... resulting in a tax base to enhance public facilities for general use.

The survey respondents, however, were divided on allowing residential development. On Ruston Way 41% agreed while 44% disagreed. On City Waterway 48% agreed while 30% disagreed.

Among the comments not favoring residential uses were:

... keep it open for public enjoyment - preserve this gorgeous piece of nature for the people.

...I am amazed at how well it has been developed, for the enjoyment of the public, not for the privileged few as home owners.

This Committee is not suggesting any particular sites for residential development. This use would be clearly inappropriate in areas adjacent to heavy industry or where it would interfere with public parks. We feel that the marketplace and economic factors will best determine what will work on specific sites. We are recommending only that residential uses be allowed - not required.

12. Public access and view corridors to the shoreline in any new development should be required by ordinance.

Walking by the shore and looking at the water are the recreational uses of the waterfront enjoyed by most people.

The present Master Program for Tacoma's shoreline identifies the need for pedestrian waterfront activities to be included in plans for new industrial and commercial facilities.

Policy guidelines include:

Linear pedestrian access along privately-owned shorelines should be encouraged through a variety of cooperative programs and policies.

and

Views and the physical form of the waterfront should be preserved

The Central Business District plan of the City Waterway area indicates a strong policy to ensure a public walkway:

A promenade or pedestrian walkway at the water's edge will maximize public access to this important shoreline area. It is intended that this promenade be continuous through both public and private development...

The state Urban Waterfront Policy Analysis also addresses this need.

These "policies" should be fully integrated in the City's Master Program regulations. They would "put teeth" into the policies and assure their existence instead of merely "wanting" them to happen. Exceptions should not be readily granted.

To date, this policy has been easily circumvented. The City Waterway "public walkways" are in many places fenced off to the public and not maintained. We suggest that barriers to public use be removed, and that walkways be accessible, well maintained, lighted and "advertised." The Ruston Way area has made no attempt to allow walkways on the

waterside of commercial developments. Even the industrial areas along Schuster Parkway might have possibilities for public walks as port areas strive for public understanding and acceptance.

The Committee recognizes that opposition exists to public access provisions because of limitations placed on affected private ownerships. Officials charged with carrying out this policy should strive to accommodate conflicts, particularly those involving safety issues. The Committee points out, however, that requirements for public access to shorelines are not novel or unusual.

13. Permit Requirements for shoreline development must be maintained while the processes are streamlined.

Waterfront properties are inherently different from other properties because of their impact on the shoreline, the water and the waterways. To protect this uniqueness the regulatory processes must necessarily be stringent for waterfront development. The waiting periods to allow appeals, although frustrating at times, do work to allow all parties to be heard and to insure balanced and informed decisions.

- * **The Shoreline Master Program can be strengthened by creating regulations which are more specific and which would be easier to interpret by the permit applicant, citizen 'watchdogs' and hearing examiners.**

The planning department should be able to give clear advice to applicants. Controversial and marginal questions should be referred to the Waterfront Advisory Committee for recommendation.

14. "Scoping" meetings should be arranged to ease the permit process.

These meetings would consider development issues and alternatives. They should be arranged with all concerned parties and agencies before the permit application process starts.

The permit processes are in place to protect all parties: the natural systems, public rights, individuals, affected communities, etc. The frustrations and roadblocks involved in dealing with these processes can be enormous, time-consuming and costly. Increased communication and understanding between all parties would be of great value. If differences can be discussed before the actual legal permit procedures begin, potential problems and solutions can be identified and dealt with more readily.

We have heard discussions from public agency representatives about lack of communication between parties involved in the permit processes. Such "scoping" meetings have been recommended by the supervisor of the Shoreline Management section of the Coastal Zone Program for the Department of Ecology. We have heard private developers and land owners complain of the frustrations and costliness of the permit process. We have also heard affected private citizens express concern over their lack of knowledge and public input into specific development proposals.

The City government, through its waterfront staff person and the Waterfront Advisory Committee, should take an active role to facilitate these "scoping" meetings. This would involve determining who should be included and providing a non-threatening and open atmosphere for the meetings, and a consultant, mediator, or facilitator.

Increased communication, knowledge and understanding of intent are vital to realize public goals. We recognize the pitfalls. Open public discussion may invite an otherwise silent public outcry, affecting the ultimate outcome in unpredictable ways.

15. A waterfront promenade the entire length of the urban shoreline should be planned. This promenade should be developed currently wherever possible.

A shoreline pedestrian/bicycle promenade stretching along the shore from the Dome to Point Defiance would cover 5.5 miles. This Committee feels that a promenade of this sort would be unique in the Northwest and of singular importance to the people of Tacoma and to visitors. The length, beauty, proximity to both downtown and neighborhoods and availability for development make this shoreline a true "jewel." We have a rare opportunity to plan now for its best possible use for future generations.

A policy statement calling for a waterside promenade along City Waterway is contained in the Central Business District Plan.

Geographically, the section of this promenade along Schuster Parkway appears most difficult to achieve, but space does exist for it. A trail is already established on the upland side of the road which, if improved, could be incorporated into the promenade. A wider walkway on the waterside of the roadway would be desirable. The railroad tracks which would have to be crossed at several places pose a very real problem. A boardwalk or promenade alongside the tracks would have to be elevated with a protective railing. The grain elevator and ship loading facilities would add interest if they could be viewed at close range with a display explaining the activities and their history. There would be a natural link with Commencement Park a short distance to the west at Old Town.

The promenade already exists along Ruston Way.

The Tacoma Shorelines Trail Study states that "The City has long desired the development of a shoreline trail system starting in the downtown core area and continuing along the waterfront areas of Schuster Parkway, Ruston Way, Point Defiance Park..."

The Park Board has indicated interest in acquiring a waterside right of way around the Asarco Site.

Portland, Oregon's riverside development has a pedestrian promenade that will eventually pass through public park areas, commercial, residential and industrial complexes. A Coeur D'Alene, Idaho development has a waterfront promenade which surrounds a marina, a hotel complex and borders a public park.

The proposed waterfront master plan should call for completion of this promenade. Implementation provisions should include regulations for new development, negotiations with present owners and reassessment of public access along Schuster Parkway and other

public thoroughfares. The City should endeavor to secure access including view access across industrial sites. It also should work with Asarco, the Town of Ruston and potential Asarco developers to reserve a right-of-way around that site. The town of Ruston should be urged to participate in this aspect of the master planning process.

16. All walkways, trails, paths, docks etc. which are for public use should be identified and marked.

To enhance public use and enjoyment of the waterfront, access points and directions should be clearly marked.

The Urban Waterfront Policy Analysis makes a strong case for public access to all waterfront areas. By urging that access be included in the design of commercial and private developments the analysis is suggesting that existing access provisions should also be maintained.

The Study Committee notes that there are promenades and walkways around some of the existing buildings, marinas and other installations on the City Waterway which have been designated for public use but are barricaded to prevent public access or do not invite public use because they are unmarked. Along Ruston Way and City Waterway there are docks which have signing indicating private use which are in fact available for public use. Some parking places which are for general public use have been signed for private use.

The city should install signs clearly identifying all public areas and existing signage prohibiting such use should be disallowed. Any signs, fences or other barriers to previously designated public access should be removed.

17. Small park sites and educational sites should be interspersed along the entire waterfront.


The Waterfront needs small planned park areas as well as larger park and picnic areas with provision for automobile parking.

The excellent program of the City to provide small park areas for the public should be expanded. Maintained rest and picnic spaces coupled with interpretative displays would provide small destination spots along a longer walkway.

Small educational sites could include displays about waterfront bird life, fish life, history of adjacent areas complete with old photos, geological explanations of Puget Sound and Commencement Bay, identification of visible mountain ranges and peaks, maritime transportation (both present day and historical), including commercial destinations of the ships, tugboat history, early ferry service, etc.

The outstanding park areas along Ruston Way Park areas are used by the public every day. Similar spots should be planned and designed at appropriate City Waterway and Schuster Parkway locations before development begins.

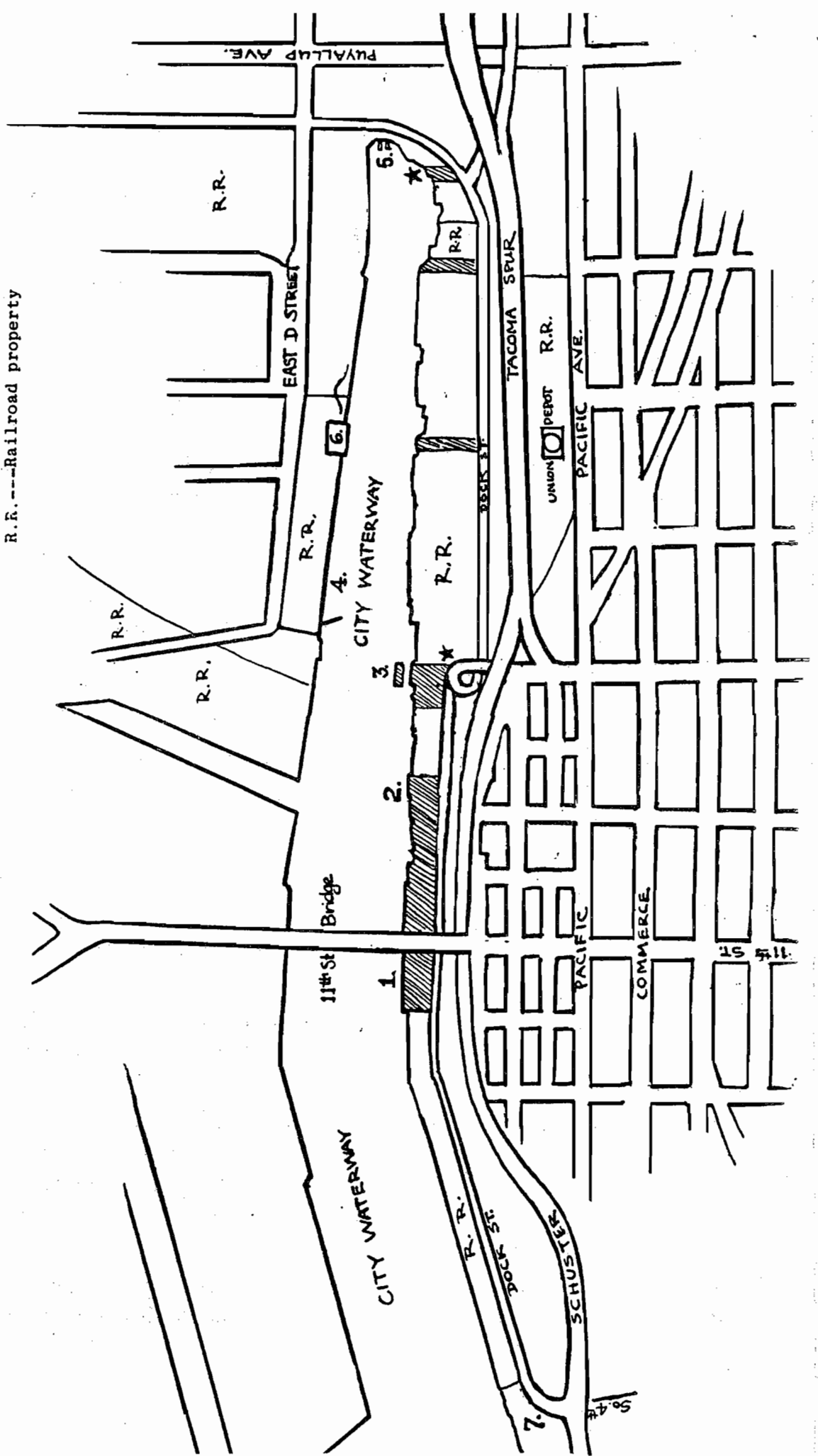
CITY WATERWAY OF TACOMA

 City property

- 1. Municipal Dock Bldg.
- 2. Steam Plant
- 3. Public Dock
- 4. Fishing Fleet

- 5. Storm Sewer Outlets
- 6. Restaurant
- 7. Proposed small Park
- * Small Park

R.R. --- Railroad property



Part IV - City Waterway

(see map page 20)

A. Background

City Waterway is the entrance view of Tacoma from the new I-705 Spur. The Waterway is a narrow 1.5 mile appendage of Commencement Bay. This protected waterfront area abuts the Central Business District, but it is separated from the city center by railroad tracks and at one end by a steep bluff. The east side borders the tideflats industrial and port districts. The south end of the Waterway is only a few blocks from the Tacoma Dome. Roadways run the length of both sides of the Waterway. Access to the waterfront from the business district is not easy nor is its availability known to the casual visitor to downtown.

Present uses of the Waterway include pleasure boat marinas (these occupy a good portion of the water area), a new marina for the commercial fishing fleet (complete with viewing platforms), a building materials factory, a ship-building industry, two fish markets and a large restaurant. There are two mini-parks at the south end. Renovation of an old warehouse dock building including offices, shops, a restaurant and a home port for City-Harbor Tours has been a private attempt to make this waterfront more of a viable commercial and people-oriented place. This building also has a public shoreline walkway around it. The Waterway, however, still remains under-utilized and heavily polluted. Access is difficult for motorists as well as pedestrians.

B. Zoning and Development

The Master Program for Shoreline Development identifies this area, the entire west side and a portion of the east side as an "urban" environment for mixed public and private use. The intent of the ordinance is to:

establish regulations which will eliminate the general substandard conditions of City Waterway and encourage the reuse and redevelopment of the area for marinas and related facilities, water dependent and water related commercial uses, water-oriented public park and public facilities development, and compatible industrial and terminal uses.

Historically this waterway was used for commerce, transportation and industry. The "mile of grain warehouses" and accompanying tall ships stood between the City and the water in the 1890's. The new Municipal Dock building in 1911 serviced the mosquito fleet carrying passengers throughout the Puget Sound and pedestrian access was a stairway that led down the steep hill from the Tacoma Hotel to the waterfront at the foot of 11th Street

Today much of the original industry is gone, buildings dating back to the early 1900's are vacant and many of the properties are deteriorating.

Tacoma adopted a City-Waterway plan in 1974 and considered itself pro-active toward this Waterway. A managerial position for waterfront development was established in the Department of Community Development. Since that time the city has spent \$15 million to improve the City Waterway. The improvements included formation of two mini-parks, the replacement of the bridge at South 4th Street to allow easier access to Dock Street for both pedestrian and vehicular traffic, road improvements, street lighting, some landscaping and sewer improvements. It was hoped that the public improvements would stimulate private development of the area. The City managerial position of waterfront development no longer exists.

The 1985 Central Business District Plan restated the problems and hopes for the City Waterway. This plan recognized the need to maximize public use and access to the shoreline areas and to upgrade the quality of development.

A public forum in 1986 focused on the future of the Tacoma waterfront and included recommendations concerning the City Waterway. Suggestions were to consider a wider variety of permitted uses, more public parking, more city ownership of shoreline property as well as encouraging private development of office complexes. Also noted were "incompatible uses along City Waterway and nuisances from adjacent uses." The need for improved access between the Waterway and Downtown was noted as well as inadequate transit service.

The future of the Municipal Dock Building, built in 1911, located north of the 11th Street bridge depends on possible future uses. This historic city-owned property was granted a "holding" status in November 1987, providing security and sprinkler systems, until a definitive master plan for the urban waterfront is completed.

The visions for the future of City Waterway are hopeful and encouraging. The Economic Development Board for Tacoma Pierce County has described the City Waterway area as a "future crown jewel" in our community. They encourage commercial and recreational activities to provide a community people place for the downtown business core. A local architect describes an attractive, eye-appealing, attention gathering entrance view to the city and says that the beautification and development of the City Waterway area will prove to be a magnet for Tacoma. Recent City Club survey results show this area is regarded as a future attraction for tourists. The newly completed freeway approach has already sparked fresh interest in City Waterway land by developers and community leaders. The proximity of the Tacoma Dome and the prospective renovation of the Union Station add to this area's desirability.

Future use and development of City Waterway depend on a number of factors.

The management of land pollution problems appear to be the biggest obstacle to immediate development. The extremely high cost of removing land pollutants, especially around the southern and western sides of the Waterway, coupled with the uncertainty of what must be done to contain or remove the pollutants, seems prohibitive to many developers, including the City. Even the questions of who is liable for polluting and where pollution exists remain.

Severe water pollution in this area is being addressed by the Department of Ecology's Superfund. Numerous storm drains, including two main sewer lines from South Tacoma, and illegal outfalls empty into the City Waterway, continuing heavy pollution and sediment buildup.

Limited access to the Central Business District, limited parking and a general run-down appearance also discourage development.

C. Recommendations

1. The City of Tacoma should own at least 1/4 of the waterfront along City Waterway and develop it for public use.

In order to encourage private development and to insure adequate public use of this waterfront, the City should purchase additional waterfront property and, according to a Master Plan for City Waterway, develop and set in place the infrastructure that will create a people-oriented and recreational atmosphere. The success of this approach is apparent on the Ruston Way waterfront. We feel that the public sector will have to take the initiative if City Waterway is going to change.

Our City Club survey showed 88% agreeing that some of the City Waterway should be reserved for parks and public use. The map on page 20 indicates areas that are already in public ownership. Two small parks have already been established. The old Municipal Dock Building is in a "holding" status until further planning for the Waterway is accomplished and probable uses for the building or site are determined. The old steam plant building at 13th and Dock Streets, including the tall smoke stack, is in public ownership and could be used for civic events including water access with public docking space.

2. Water and land pollution problems along the City Waterway should be addressed jointly by the public and private sectors to achieve economically feasible solutions.

*** Land Pollution**

Ground pollutants have been found in the City Waterway area and more are suspected. The Department of Ecology considers these contaminants hazardous and requires proper remedial action to eliminate danger from these pollutants before any new construction is attempted. The problems involved with this are:

- * The extent and nature of the pollution is not clear as it has been the result of disposal from years past and from some industrial activities that may not exist today. Controls and regulations regarding waste disposal were not in effect and there are no records to indicate where materials might be buried.
- * The question of liability for these contaminants is confusing. Either the original polluters or the present landowner or both could be liable for cleanup costs. In many cases the original polluters cannot be identified or found. The landowner may not know that there are pollutants on the land.

- * Developers feel that the methods and guidelines for disposal are not well-defined or realistic. There is no guarantee that clean-up will result in a "sign-off" of responsibility or be considered adequate.
- * The costs of compliance discourage development because they are unpredictable and could be prohibitive.

This Committee suggests establishing a partnership in land clean-up to include private owners, developers, local, state and federal officials. This partnership should strive to;

- * define a workable solution which would be acceptable to all parties.
- * provide for an agreement and provision for sharing and limiting the costs of unrealistic and unpredictable land clean-up expenses. We would expect that at a certain cost level a coalition of federal, state and local governments would provide financial assistance for clean-up.

The City of Tacoma should initiate and facilitate the formation of this coalition.

* Water Pollution

The Department of Ecology calls the City Waterway the worst body of water in the state in terms of pollution. The past and present sources of pollution are being analyzed and identified. Lack of staff slows the process of insuring that no new pollutants enter the Waterway illegally.

Two sewer outfalls which service storm drains from the Central Business District and South Tacoma enter the Waterway at the south end. There is considerable sediment build up from these sewer lines and the street runoff in this drain water contains many pollutants. The City Waterway is so long and narrow that there is not sufficient tidal action and water movement at the southern end to wash out pollution into a larger body of water. The pollutants build up in the waterway and settle on the sides and bottom of the Waterway. Growth of marine life in the Waterway is greatly inhibited; signs warn not to eat fish or crabs taken from the waters and the fishing fleet and marina operators are not bothered by inordinate growths of "green hairs" on boat hulls.

Possible remedies might be;

- * Treating of storm drain water before it enters the waterway.
- * Extension of the storm drains so they spill into Commencement Bay rather than the end of the waterway.
- * Diversion of a finger of the Puyallup River into the southern end of the Waterway (linking them as they once were) to allow better water movement.
- * Cooperative planning among businesses for economically feasible management of waste materials.

This Committee suggests a coalition of city, state, federal and private sector groups to find a workable solution.

The City of Tacoma should initiate and facilitate the formation of this coalition.

3. Access to the City Waterway should be improved for both vehicles and pedestrians in an attempt to make this Waterway an integral part of the Downtown Business Core.

There is a question as to whether the City Waterway should be an integral part of downtown. Historically the Waterway served as an entrance to the city for people using water transportation. They, however, did not remain on the waterway to shop, stroll, do business, or for recreation. The industrial nature of the waterfront here and its geographical isolation (because of the hill and rail tracks) have kept it separate. This Committee feels that the City Waterway has the potential of becoming a part of downtown Tacoma, providing a close-by area for recreation and water enjoyment.

In order for the City Waterway to develop and be attractive to residents and visitors it must be accessible both by car and foot from downtown and conversely the downtown must be accessible to pedestrians from the waterfront. The flow between the Waterway and town must be fairly easy or the Waterway will be a "destination point" only and not a part of downtown.

Access is limited to three places on the west (downtown) side, the new 4th St. bridge, the 15th St. overpass and (for pedestrians only) the 11th St. bridge. The bulk of the downtown area has no access to City Waterway by car. The steep bank and railroad tracks make access very difficult.

The February 1987 Shoreline Management Issues Forum addressed the need for "review of public transportation alternatives and consideration of trolley shuttle or other innovative transportation methods." The City Waterway portion of the Central Business District Plan discusses pedestrian access and states that "development of additional access points and pedestrian connection...a long range priority of the Waterway development effort." The American Cities plan offers innovative methods for transporting people to the Waterway from downtown.

A plan for improved access should be developed immediately including various alternatives, requirements and costs. This planning for the future is essential now, even if not implemented immediately.

4. The pedestrian walkway bridge which has been planned between Union Station to the Waterway should be constructed at the same time Union Station is renovated.

The importance of this bridge has already been recognized. I-705 was constructed in a manner to allow for this walkway and monies have been set aside for its construction. Whether there is sufficient waterside development to demand construction of this walkway is an unresolved question.

We believe the overpass is needed as part of an overall plan for the City Waterway and to tie it closely to the Central Business Core. An isolated waterway will never become a magnet for Downtown. If there is a plan for action with the City developing the public

portions of the waterway, appropriate access must be provided. This overpass link should not be deferred until the waterway side develops, but should be built now as a catalyst for future waterway development.

5. A maritime museum should be established along the Tacoma Urban Waterfront.

This museum would provide a serious and in-depth educational experience focussing on maritime life from Tacoma's early waterfront history to the present time. It would include all aspects of the working, transportation, commercial and recreational waterfront of Tacoma and relate them to the state and nation. Its creation could possibly be a state Centennial project for Tacoma.

History and environment blend in the visualization of human culture as seen in the artifacts and in the perspective of its past and present activities. A museum such as this would bring the public to the waterfront.

Several visions and surveys in the past three decades have suggested various maritime museum sites. The plans for the new Union Station have referred to a possible maritime museum on the City Waterway across a walkway from the station. The American Cities Plan has mentioned a maritime museum.

A maritime museum should be planned. We favor a location on the City Waterway close to the proposed Washington State Historical Museum at the Union Station site or at the historic Municipal Dock building immediately west of the 11th Street bridge.

6. Provision for ample public and transient docking space should be provided along the City Waterway.

Puget Sound offers a unique boating opportunity. The opportunity to visit Tacoma by boat, and enjoy restaurants, walks, parks, events at the Dome, etc. would be a welcome attraction for boat owners and users. A place to moor a boat while visiting the city would be a necessity.

There is a city dock at the end of 15th St. However, at low tide one side of this dock is not in water and the other side is extremely shallow. This is supposed to be for small boats, sea planes, fishing, and public enjoyment. A larger facility to accommodate more and larger boats is needed. The public moorage area in Olympia is a fine example and attracts visitors by water. The use is fully within the water dependent category and would help to attract tourism as well as enjoyment by local citizens.

There may be spaces of this sort at some of the existing marinas along City Waterway, although some of them may not be available for public use. The City should use its present ownership for these sites or arrange to purchase, lease or contract for the space. Funds for construction and maintenance should be assured.

7. The possibility of establishing a commuter ferry system docking in the City Waterway, should be pursued.

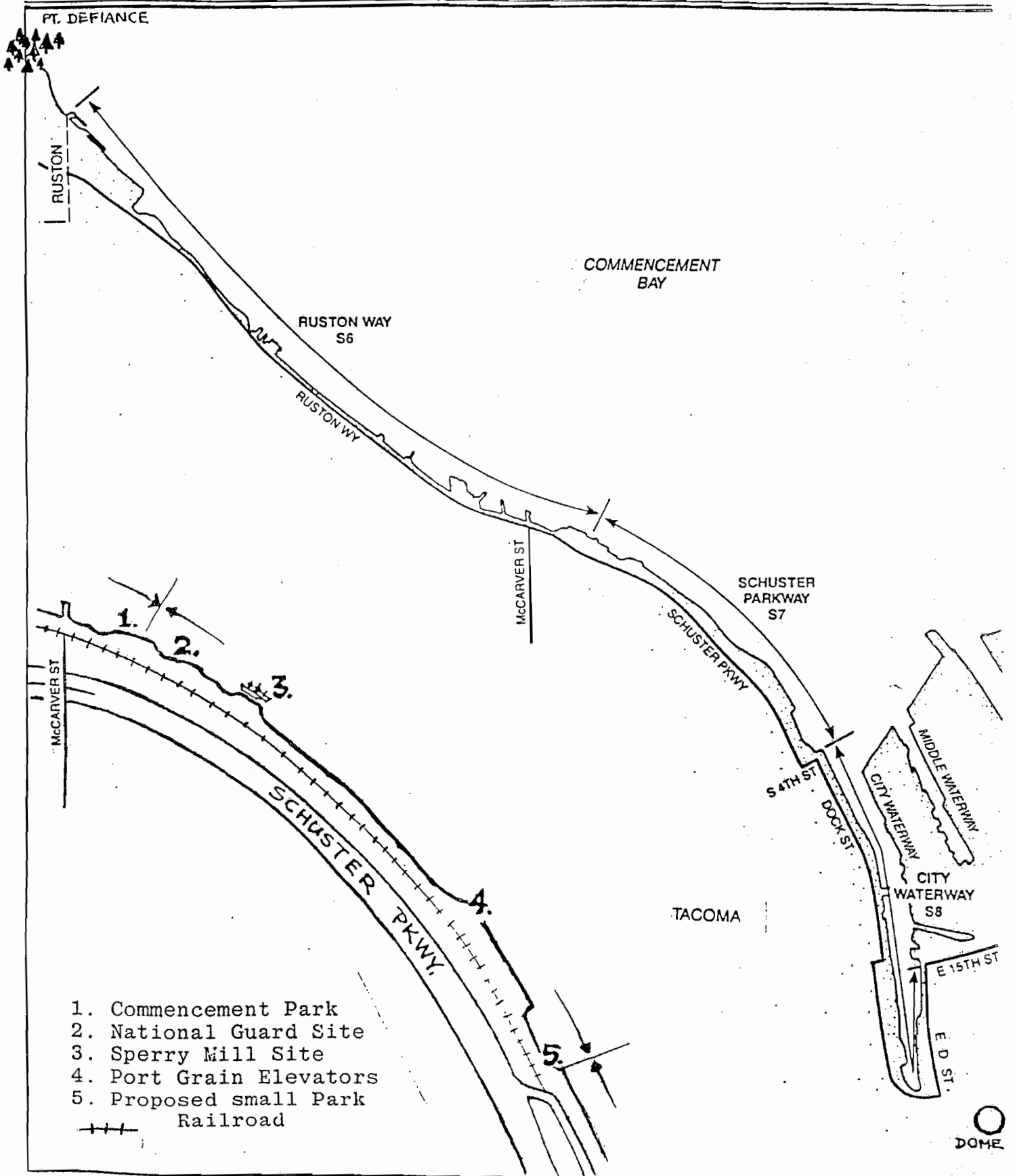
The State is currently studying mass transportation alternatives between Olympia, Tacoma and Seattle. The Pierce Transit System recently passed a resolution to investigate the use of commuter ferries. A consulting engineering firm is promoting the possibility of a north south linkage using high speed luxury passenger ferries to service Tacoma.

A water transportation system could link City Waterway with Seattle, Vashon, Federal Way, Gig Harbor and Olympia. A City Waterway landing on the west side, perhaps at the old Municipal Dock Building, with appropriate public transportation to downtown, would ease parking and be a tourist and visitor attraction. The possibility of a parking area and boarding station on the east side of the waterway could be explored.

8. The east side of City Waterway, from its entrance to 15th Street should be rezoned to mixed public and private use.

This area is presently zoned "port industrial." While this portion of the City Waterway was not part of our study area, it is an integral part of the Waterway and deserves consideration. Most of this area is being underutilized and much of the land is for sale. Present industrial uses would be expected to continue. The Economic Development Board, in their December newsletter describes this as being a strategic location for a commercial park, offices, warehouse/distribution centers, research, light manufacturing, marina and recreational.

This area is close to the Central Business District and a logical extension of the City Waterway zoning. The Port of Tacoma is not interested in acquiring this property and it would provide a transition area between the downtown and the heavily industrial tideflats.



Shoreline Segment Map

Part V - Schuster Parkway

(see map page 28)

A. Background

Schuster Parkway is a 1.5 mile view parkway located along the edge of Commencement Bay. It runs from the 4th Street bridge at the mouth of the City Waterway to McCarver street in Old Town. It is the main thoroughfare between the Central Business District and the North End of Tacoma and a direct link to the Ruston Way recreational area. This Parkway does not encourage leisurely driving, and in that sense, is not a true parkway. Views of Commencement Bay, the Cascade mountains, sailboats and ocean freighters are breathtaking.

There are railroad tracks, both main and spur lines, between the roadway and the water. Wherever possible a grassy strip alongside the parkway softens the view of the railroad tracks. There are also, on the water side, a large grain elevator, a shipping terminal, a deep water moorage facility, remains of old wharfs, and an obsolete industrial complex. At the end of the Parkway, adjacent to the Old Town Dock, 611 feet of shoreline frontage has been developed into Commencement Park.

The entire length of the shoreline in this area has been modified. Almost all the development in the area lies on land fill or on land created by cutting into the hillside. Natural deep water immediately off shore is the significant characteristic of Schuster, making it extremely desirable for port facilities.

A high, steep, wooded bank on the upland side separates this parkway from the historical residential view areas which lie above it. A sidewalk and hiking trail on the upland side of the parkway connect with North 30th Street in Old Town and with the neighborhoods above. Other trails connect the parkway area to Stadium Way and Garfield Park closer to downtown.

There is no road access to the water across the main railroad tracks the whole length of Schuster Parkway nor is there pedestrian access to the water from the sidewalk.

B. Zoning and Development

The Master Program of 1976, recommended that, because of the deep water and proximity to existing industrial areas, the Schuster Parkway area be used for industrial and terminal facilities.

This area is designated an "urban" environment. The intent of the ordinance is to: establish regulations which will allow development of industrial deep water facilities but will preserve the character and quality of life in adjoining residential areas, and school and park properties.

All water-related, water-dependent uses are allowed except residential and log rafting.

Historically, this shoreline has been used for shipping and industry. Since the 1870's railroad tracks, yards and wharfs occupied the entire waterfront. Coal, grain and lumber were the main export items. The Northern Pacific wharf, complete with the Blackwell Hotel, stood below what is now Stadium High School.

The dream of a parkway link between downtown and Old Town

was a vision for many years. In 1944 a report to the mayor of Tacoma suggests "a boulevard or parkway... four lanes wide and parked on either side with a wide park strip between the lanes...along the bay shore from the city center to Ruston..." and in 1947 Tacoma's Master Plan proclaimed

"...this... would produce some of the most outstanding water side boulevards in the northwest. Waterside parking areas should be built into this parkway and every opportunity taken to add shore land to this existing right-of-way. The securing of ample right-of-ways through Sperry Mill...require effort."

The development of Schuster Way in 1972 was the culmination of that vision, but the hopes for parking and additional shoreline right of way did not develop.

In the early 1970's the Port of Tacoma built an export grain terminal facility near the City Waterway end of the Parkway. This terminal is serviced by rail and requires an extensive system of tracks.

The future use and development of the Schuster Parkway area is a particularly sensitive issue. The dissimilarity of uses between industrial/deep water and neighborhood/parks in such close proximity to one another deserves special consideration.

Recent developments have sparked controversy over the proper use and zoning of the Schuster Parkway shoreline.

The creation of Commencement Park at the Old Town end of the Parkway has brought public park use directly adjacent to possible industrial uses. There is a question of whether the two can be compatible and how and where the transition between them should occur.

The Old Town Improvement Club has recommended to the City that the zoning along Schuster be changed from allowing industry and deep-water moorage to a zoning similar to that of Ruston Way and City Waterway. This would allow water-related and water-dependent uses, but forbid those that are industrial in nature. This question is now under study as part of the City's current review of its Shoreline Master Program.

The National Guard purchased 4.5 acres adjacent to Commencement Park for the restoration and repair of ships but abandoned the development because of community and political pressure. A telephone survey was conducted by the Old Town Improvement Club to residents of that area in May of 1986. This survey showed 79% opposed to the proposed use. Major reasons listed were interference with recreational use, noise and traffic.

Use of the Sperry Mill Dock site also has spurred controversy. Two large ships, to be kept in readiness in case of national emergency, are docked at this site. These ships obstruct views from the neighborhoods above. There has been media coverage and protests to the City. Several residents have had their property taxes lowered because of the view blockage. There are proposals to dock more ships along this site.

Further objections have been raised over the intent to establish a mini-storage facility at Sperry Mill. While not being a water-dependent, water-related, or water-enjoyment use, proponents advocate this as a continued use and repair of existing warehouse facilities.

The City Club waterfront survey showed mixed reaction to new industrial use of the Schuster Parkway area, but a majority agreed that new uses should preserve present water views.

The Port of Tacoma has indicated it has no plans at this time for expanding Port facilities further along Schuster Parkway.

C. Recommendations

1. Change zoning regulations to prohibit industrial and deep water moorage uses on the portion of Schuster Parkway from Commencement Park to the Sperry Mill site.

The new uses in effect would be an extension of the Ruston Way zoning. This Committee has recommended that residential use be allowed on Ruston Way. Such use also would be appropriate for this portion of Schuster Parkway.

Commencement Park is directly adjacent to the proposed zone

change and the Sperry Mill site, already being used for deep water moorage, is on the other end. Mixed public and private use development would be more compatible with this intense public use than an abrupt shift to an industrial use. This is a logical place for mixed use development since the railroad tracks leave the edge of the shoreline here thereby freeing up a deeper upland area strip. We are not recommending a particular use, public or private, of this area, but feel it should be available for either type of development.

Since 1976 permits have been issued for a motor hotel and also for an office building at this site. Economic factors prevented these plans from developing. Surveys by the City Club and Old Town Improvement Club indicate a public interest in having this zoning change.

2. Schuster Parkway should remain zoned for industry and deep water moorage from the City Waterway entrance through and including the Sperry Mill site.

This does not preclude other uses, but would allow water dependent industrial and moorage uses. While the Port of Tacoma has no immediate plans for expanding its operations, it also has no room for increased permanent moorage needs. There is a need, outside of the Port area, for the type of deep water moorage available at the Schuster shore.

This Committee has heard from many who would like to see the whole urban waterfront for mixed public and private use (no industrial) or for public use alone. However, many of these people also recognize the unique and scarce deep water moorage opportunities the Schuster shore offers.

We feel that a diversity of uses can create a more interesting and viable waterfront if managed properly. The Master Program for Shoreline Development in addressing the development of the Port of Tacoma states:

Port facilities should be encouraged when possible to permit viewing of harbor areas from viewpoints, waterfront restaurants and similar public facilities which would not interfere with port operations or endanger public health and safety.

The future of using portions of the urban waterfront area, specifically parts of Schuster Parkway and the Asarco site, for future industrial or deep water moorage sites must depend on the ability of industry and the public sector to cooperate in finding solutions to the joint use of this waterfront. Ways should be found to make industrial uses and public uses compatible. A cooperative effort to discover methods of accommodating public use, through viewing stations, waterside promenades, interpretive centers, picnic sites and the like, while at the same time ensuring safety and limiting (or sharing) liability, will determine the acceptability of future industrial or deep water moorage growth.

3. The Ruston Way waterfront promenade should be extended southward from Commencement Park.

This walkway should meet the trail on the other side of the Parkway or continue along the water at the Sperry Mill site. A survey comment appropriately states, "A few moored ships are visually interesting if you can get close to them."

As discussed earlier, this Committee would favor an entire shore side walkway from Dome to Defiance. Until that time comes and in an effort to plan for that walkway, we would encourage creating any segments that could become part of it. A pedestrian overpass, or traffic signal, would be a necessary part of this walkway extension.

4. There should be a public park site adjacent to the new 4th Street bridge.

A park on the shore below the curve of the new south 4th Street bridge is recommended (see maps pages 20 and 28). As well as being at the end of the Schuster Parkway trail and the entrance to the Waterway, this spot has a magnificent view of Commencement Bay and the Port of Tacoma and all the water activity associated with the port and the marinas along the Waterway. This park, landscaped, with benches, picnic sites, and grassy areas, would anchor the end of a promenade along City Waterway. It could be a destination spot, or a starting or ending point for recreational strolling and enjoyment of this shoreline segment. A focus at this end of the Waterway would encourage and promote use of the entire Waterway and help link it to the Downtown Business Core and adjacent neighborhoods.

This land is not currently owned by the City. We suggest that the city purchase this land and develop it as a park site. If this is not possible, the City should lease the land. If it proves successful as a park area and as a magnet to bring people to the Waterway, purchase could be considered at the end of the lease term.

Part VI - Ruston Way

A. Background

The Ruston Way shoreline forms a two mile stretch of urban waterfront along the southern border of Commencement Bay stretching from Old Town to the Town of Ruston at the Asarco Smelter site.

The old houses and historic sites of Old Town add to the character of this area still inhabited by some descendants of Tacoma's first settlers. The Old Town area is residential and quiet with a few shops and restaurants with views of the water.

Paralleling the shoreline is Ruston Way, a park-like road designed for relaxation and leisurely driving. It enjoys magnificent water and mountain views. Browns Point and Vashon Island are also visible.

The water side of Ruston way is exceptional. Half of the area is in public ownership. There are benches, barbecues, picnic tables and beaches. There are two public fishing piers used 24 hours a day; one is complete with shelters and fish cleaning stations. The entire length of Ruston Way is bordered on its water side by a wide landscaped promenade. This promenade is for walkers, runners, bikers, roller skaters, baby strollers. Public moorage buoys for pleasurecraft dot the water's edge. It is for young and old and used in any weather and all times of the day. The area is also home to several fine parks and mini-parks . An old fire-boat has been restored and is on display, so also is the giant head-rig from the Dickman sawmill. Interpretive centers will be installed near these historical attractions. The City of Tacoma, its planning department, and the Metropolitan Park Board all deserve accolades for making this public ownership and walkway possible!

The shoreline is home to some of the finest restaurants in Tacoma. Waterside parking areas for the parks and restaurants are frequently jammed. Some parking is available on the railroad right of way across the road. Three low-rise office buildings (pre Shoreline Management Act) have been built along the waterfront. Two large pieces of undeveloped property remain: one the burned out remains of the Dickman sawmill, and the other with two deserted buildings, a dock and pilings.

Networks of trails lead from the neighborhoods on top of the bluffs down to the waterfront.

Railroad tracks separate Ruston Way from Old Town and from the steep slopes to the North of Old Town. These tracks occupy most of the available land between the base of the slopes and the roadway. The unused spur tracks which once serviced the Asarco smelter are level with the road. The main line tracks are slightly elevated. There are two commercial, warehouse type buildings along the railroad right of way. Access to Ruston Way is limited to four railroad crossings: one on grade on McCarver Street at Old Town, one by underpass at Alder and 36th streets one by underpass at 45th Street, and one by underpass as 49th Street. Ruston Way feeds into a tunnel under the Asarco property at 51st Street.

B. Zoning and Development

The zoning designation for the Ruston Way area is "urban" environment. The intent of the ordinance is to:

establish regulations which will encourage development of a coordinated plan of mixed public and private water-dependent and water-related use activities, including commercial, recreational and open space development and which will prohibit development of new residential and industrial use activities.

In 1864 Job Carr claimed waterfront property and started building a cabin at what is now Old Town. Residential growth continued upland and the shores were lined with lumber mills. By the mid 1930's many of the lumber mills had been abandoned. In 1940 a zoning ordinance stated, "There is an opportunity to reclaim some Waterfront Areas not now used for heavy industry. By removing these shore areas from heavy industrial districts they can be made available for public use as park or recreational areas."

The creation of a well-used, well-planned urban shoreline along Ruston Way has brought a great sense of pride to Tacoma. The public portion of this development has been envisioned since the 1950's. The intent of the city to acquire nearly half of this shoreline for public use and enjoyment was spurred by the 1965 Recreation and Open Space Plan. The Ruston Way Plan of 1981 describes and explains in great detail the visions for the Ruston Way area, setting forth design standards, use concepts and specifying what will be developed in certain publicly owned areas. The commitment by the City to carry out this vision produced the Ruston Way we enjoy today. This focused political effort combined the energies of both community and government.

Public development of parks, promenades and recreational areas has been complemented by the private development of restaurants. One private entrepreneur has emphasized that the cooperation of City and railroad officials and the development of public walkways and parks provided a positive economic environment for the shoreline establishments.

Further use and development of this area depend on a number of factors.

The geographical layout of Ruston Way is in itself a barrier to extensive development. There is very little upland (land that is above the ordinary highwater mark). Several of the parcels of undeveloped land are too small to support most forms of development. Many of these may be more suitable for development over the water on piers. Over-water uses are strictly regulated and involve an extensive and costly permit review process. Lack of space for sufficient parking would also preclude major development. The area itself is not readily served by mass transit while ingress and egress are restricted.

A major Ruston Way issue involves the extent of private versus public development. This Committee has received comments from both sides. A very strong voice is heard from the residents of the Old Town area who favor an open public waterfront devoted entirely to recreation. This opinion is supported by some involved with park development and from recreational users. Land owners and developers hold the conflicting view that sufficient waterfront acreage is in public holding. They feel remaining parcels should be developed by the private sector to create an economic impact and generate tax revenue. Our survey of City Club members and most of the people we interviewed, supported a mix of public and private uses for the undeveloped sites, noting that 50% of the land is already in public ownership.

The railroad tracks and right of way ownership are important factors in the future of the Ruston Way waterfront. Representatives of Glacier Park, the land development subsidiary of the Burlington Northern Railroad, indicated that the spur track, immediately adjacent to the road, will definitely remain as long as there is any possibility for industrial development of the Asarco site requiring rail service. The railroads have been allowing parking along this spur right of way.

This Committee has heard several suggestions about using the spur tracks for a trolley from downtown to Point Defiance and also for using air rights above the tracks to provide needed parking. Many people would favor rerouting the main line tracks to allow use and development of that portion of the waterfront. The Railroad intends to continue the present use of the main line tracks servicing the industrial and commercial needs of Tacoma.

The City of Tacoma has stated in past planning reports that it intends to negotiate with the railroad for its land if the tracks are ever abandoned. We feel this intent should be reaffirmed and remain part of a total vision for the future.

C. Recommendations

1. Change zoning regulations to allow residential development of upland portions of the Ruston Way Shoreline area.

Some residential use along Ruston Way will provide a needed physical presence all hours of the day and night and help to anchor development. This change would not allow over-water residences. Any residential development must adhere to the aesthetic and public requirements of the area. There should be no high-rise structures allowed along the water's edge; public shore access and view corridors must be guaranteed. There is very limited space available for residential uses and the state Shoreline Management Act disallows any new over-water residential development.

2. There should be public transportation to and along the waterfront.

Public transit to and along Ruston Way is non-existent. There is metro bus service to Old Town, but not beyond that to any of the waterfront destination spots. Parking along Ruston Way is very limited and will become even more difficult as use of this waterfront increases. Yet taking away actual shoreline for parking is undesirable and distinctly at odds with appropriate plan objectives.

A waterfront transit line would make it easier for people who do not live close by to enjoy the fishing piers, walkways, restaurants and public beaches. Doing so would also relieve the pressure on scarce parking spaces and reduce automobile traffic during busy periods.

There was temporary bus service in the summer of 1987 from downtown to the waterfront and Point Defiance during the noon hour on Wednesdays and on the weekends. This was a demonstration project and Pierce Transit is planning another test project this summer to get more information for long range planning.

There should be regular bus service connecting with neighborhood routes as well as downtown at periodic daytime intervals (not just the lunch hour). This service should coincide with increased publicity about the area. The use of this service would be primarily for recreational purposes at this time. Continuation of this service to Point Defiance would provide an alternative public route to the park.

Use of the railroad spur line as a possible trolley line should be explored also for future transportation and tourist uses. Water taxis conceivably might have a role as well.

3. Zoning regulations should guarantee public access to the shoreline at any new development.

This was discussed earlier in the general recommendations section and should apply to Ruston Way.

Part VII - Green Belt and Adjoining Trails.

The shoreline trail system for Tacoma is currently being studied by the Natural Systems Committee.

The difference between "trails" and "walkways" in terms of this report should be clarified. A trail, unless designated a bike trail, is used for foot traffic only, is probably quite narrow accommodating at times only single file traffic; the trail itself is quite natural, made of dirt or gravel. The way for the path is made by clearing natural growth on the sides... A walkway can accommodate a number of people at the same time, is more finished (cement, asphalt etc.), and can generally be used for wheel traffic. A trail is more of an adventure in itself, while a walkway is used for a variety of purposes, such as viewing, exercise, strolling. A walkway is more easily accessible and usable for the elderly, the very young, and those with physical handicaps.

There is a system of trails which lead from the neighborhoods on the adjacent bluffs down to the waterfront or to waterfront access. These trails go down through the wooded hills and are an important attribute to the waterfront. They have, however, not been maintained properly and many of them are unusable, becoming quite muddy at times. They are also not well marked (perhaps this is not the intention, and they are meant to be "special" for the neighborhoods and not well-advertised).

We have recommended establishing a walkway along the entire urban waterfront. This is already in place along Ruston Way. The Schuster Parkway system falls between the two categories, being too narrow at many places to accommodate wheel traffic, and side by side strolling, and too close to the highway to be safe for small children. It is, however, more finished than a traditional trail. The City Waterway segment has a very limited shore walkway portion.

If trails or walkways are created, the funds used to create them should include proper guarantees for maintenance. Unless these trails and walkways are kept-up they should not be created. If they are important now, they will continue to be important in the future.

Part VIII - Conclusions

The future of our Tacoma urban waterfront is exciting and promising. It has the potential to be the most outstanding shoreline in the region. The responsibility for its destiny depends on both the public and private sectors of Tacoma.

The City must commit itself to the vision of a Dome to Defiance waterfront. It must make a plan for the future of this waterfront and be prepared to take the necessary steps to achieve the plan. The citizens of Tacoma must become aware of these plans so they can help develop them. Public awareness and knowledge will precede public participation.

We realize that many of the recommendations in this report will be costly. We do not have the knowledge or information to estimate these costs.

We also understand that the waterfront will not be instantly transformed. It will take time and patience to achieve all of the goals. Our suggestion is that the overall framework be in place so that as each part of the plan becomes feasible it will be achieved.

Respectfully submitted,

Waterfront Research Committee

Barbara Bingham, Chair
Sue Batali
Bill Colby
Leta Schattauer
Michael B. Smith

Part IX - Appendices

A. Tacoma's Master Program for Shoreline Development, 1976

1. Permitted Use Activities - These uses and activities are permitted, subject to the issuance of a Substantial Development Permit.

All three shoreline segments permit:

- * Aquaculture.
- * Water dependent or water related commercial.
- * Outdoor advertising and signs.
- * Underground utilities.
- * Bulkheads.
- * Road, railroad and bridge design and construction.
- * Piers.
- * Educational and archeological areas and historic sites.
- * Water dependent or water related recreation.

Ruston Way segment also permits:

- * Marinas and boat launch facilities.
- * Port and water related industry (Asarco site).
- * Schuster Parkway segment also permits:
- * Port and water related industry.
- * Breakwaters.
- * Landfill.
- * Dredging.

City Waterway also permits:

- * Marinas and boat launch facilities.
- * Residential; upland locations only.
- * Breakwaters.
- * Landfill.
- * Dredging.

2. Shoreline permits (Excerpts from pamphlet Shoreline Permits, Planning Department, Tacoma)

A shoreline permit is the principal regulatory and enforcement tool used by local governments to carry out their shoreline master programs. Shoreline permits are required for new developments within 200 feet of Tacoma's waterways and shorelines. The shoreline permit process is the key element in the everyday management and development of our shorelines.

The shoreline permit does not take the place of other permits which may also be required. The proposed development may require other local, state, or federal permits such as:

- * -A city building permit
- * -State permits for water quality control and fish and habitat management
- * -A federal Army Corps of Engineers permit for work in navigable waters

Processing Time

- * -Minimum time when no Environmental Impact Statement is required, and no conflicts is 100 days.
- * -Minimum time when Environmental Impact Statement is required, and no conflicts is 180 days.

If the permit is for a use which is not an "allowed use," a conditional permit or variance may be issued. The application process for these types of permits are much more complicated and time consuming and must be reviewed extensively by the State.

B. Waterfront Planning History

1852 - Nick Delin plans and builds lumber mill on Commencement Bay at what is now 25th and Dock Streets (the end of City Waterway) and Commencement Bay becomes a port for shipping.

1864 - Job Carr claims waterfront property at what is now Old Town and starts building a cabin.

1868 - Morton Matthew McCarver sees an "all-but empty bay..He envisioned a city: wharves, streets and steamships and locomotives..."¹

1873 - The Northern Pacific Wharf, complete with hotel, was built below the present Stadium Way and was a third world between Old Tacoma and New Tacoma.

1873 - Frederick Olmsted designs city plan for Tacoma including one for Cliff Drive "magnificent for residences, promenading and driving, as it will be high and sightly, with nothing between it and the water..."

1877 - City plan by Colonel Isaac Smith is adopted. "Railroad tracks, yards, and wharfs occupied the entire waterfront"²

1886 - The way to the waterfront from the Tacoma Hotel was a stairway that led down the steep hill to the foot of 11th S.t

1888 - Dennis Ryan builds smelter at what is now Ruston.

1890's - "Mile of Grain" warehouses and accompanying tall ships for loading stood between the City and the water.

1890's - The entire "shore of the Bay could be traced by the glowing slash burners" of the lumber mills.³

1910 - A new municipal Dock is built to service the mosquito fleet carrying passengers throughout the Puget Sound.

1911 - Virgil Bogue draws up a comprehensive proposal for the development of the Commencement Bay waterfront...the plan made provision for tourism as well as industry and commerce. It called for small boat moorage between Stadium and Old Town and a ferry slip between Old Town and the smelter.⁴

In the past Tacoma's waterfront served as a port for tall sailing ships carrying lumber, grain and coal. A mosquito fleet provided water transportation. The city waterfront served as a port and rail thoroughfare. Hotels were built on the cliffs near town looking out over the waterfront activities and homes were built on the hillsides and bluffs along the west side of Commencement. Tacoma grew and the water based industries thrived, some needing the water for delivery of materials,for exporting goods or for the proximity to the railroads for

1 *Puget's Sound*, Murray Morgan p.145

2 *Environment and Design*, City Planning Department, City of Tacoma 1971, p. 20

3 *Puget's Sound*, p. 159

4 *South on the Sound*, Murray and Rosa Morgan, p.99

transportation. The waterfront was used to warehouse goods brought in by boat and continued to follow that pattern long after the need for the water was essential. Recreational use of our waterfront was limited to boating activities.

1927 - First real zoning ordinance for Tacoma defines the waterfront as an industrial area.

1940 - Second zoning ordinance says, "Heavy industrial districts have been well defined by the existing ordinance. There is an opportunity to reclaim some Waterfront Areas not now used for heavy industry. By removing these shore areas from heavy industrial districts they can be made available for public use as park or recreational areas."¹

1944 - A boulevard or parkway is suggested, "To provide easy vehicular movement between the various larger parks and recreation areas...It should be four lanes wide and parked on either side with a wide park strip between the lanes...along the bay shore from the city center to Ruston..."²

1947 - Master Plan proposal: "Perhaps the most needed park drive development now is the widening and development of Ruston Way from Pacific Avenue and 7th Street north to the Town of Ruston. The bulk of this right-of-way is now one hundred feet in width and is in City ownership. Part of this is in shallow water. The construction of a seawall and the building of the Ruston Parkway by dredge fill would not only make a drastically needed route to the residential areas of north Tacoma but would produce some of the most outstanding water side boulevard in the northwest. Waterside parking areas should be built into this parkway and every opportunity taken to add shore land to this existing right-of-way. The securing of ample right-of-ways through Sperry Mill...require effort."³

As industry abandoned this waterfront it began to deteriorate.

1950's - A huge storm destroyed a good portion of the shoreline on the south side of Commencement Bay. An attempt to pass a bond issue to transform the Ruston Way waterfront into a parkway at that time failed, but public concern and interest remained.⁴

1965 - A Recreation and Open Space plan provided the impetus for property acquisition. "The scenic and recreation potential was very apparent and in the mid 1960's, the City, recognizing this potential, acquired nearly one-half of the shoreside properties for future public use and enjoyment. Early planning efforts spoke of a vision of developing a quality people-oriented waterfront area of public and private development."⁵ (That is just what it has become! Ruston Way is exciting, interesting, diverse. It is well-used and has been well-planned.)

1 *Outline of a Master Plan for Tacoma, Tacoma City Planning Commission, Dec. 1947, p.23*

2 *Tacoma, The City We Build, A Report to the Mayor, 1944, p.102*

3 *Outline of a Master Plan for Tacoma, 1947, p.58*

4 *Ruston Way Plan, 1981, p. 7*

5 *Ruston Way Plan, 1981, summary background*

1971 - The Washington Shoreline Management Act required local governments to prepare a master program for shoreline development and outlined certain broad objectives which were to be followed. Urban waterfronts were to provide for intensive public use and to maintain shorelines for a multiplicity of urban uses.

1972 - Schuster Parkway was built. Previously there was a small road which led along the base of the steep bank. This Parkway was planned to establish a view boulevard linking downtown to Old Town and Ruston Way. At the same time a trail was established down from the top of steep banks to the Parkway, along it and to town. Activities along the shoreline were industrial. A sidewalk, running the length of the parkway is narrow and at times abuts the street directly. The only pedestrian access to the other side of the parkway is at the 4th Street bridge and at Old Town.

1974 - The City Waterway Policy Plan proposed redevelopment of this area from industrial and warehousing to more people oriented activities.

1976 - Until then the zoning along the water side of the waterfront was industrial, except for two blocks of commercial zoning around the Old Town Dock. The land side was zoned residential along what is presently Ruston Way.

1976 - The Master Program for Shoreline Development of the City of Tacoma was a joint effort of a Citizens Committee and the planning Department and provides the regulations which are in effect now along our waterfront. Policies included in this program are:

- * 1. To seek public acquisition of shoreline property wherever it can be assembled into a logical pattern of public ownership and wherever otherwise generally feasible.
- * 2. To seek development of both public and private shorelines in a coordinated plan of water oriented uses.
- * 3. To restore, replenish and maintain publicly owned shoreline properties as nearly as possible as natural beach areas.
- * 4. To maximize efforts to control and eliminate shoreline pollution -- air, water and land.
- * 6. To establish and maintain reasonable structural standards for maintenance and development of Tacoma's shoreline.
- * 7. To encourage close cooperation and coordination between both public and private shoreline interests... in the overall management and/or development of Tacoma's shoreline.
- * 12. To give priority to onshore improvements in preference to offshore improvements for shoreline sites having adequate developable area.
- * 13. To define all appropriate shoreline uses and to assure that all such uses are compatible with the site, the surrounding area and the environment.

"The General Plan Concept consists basically of reserving the deep water area along (Schuster Parkway) for possible development of industrial deep water terminals, with mixed public and private along Ruston Way (and) City Waterway."

1981 - The Ruston Way Plan describes and explains in great detail the visions for the Ruston Way area, setting forth design standards, use concepts and specifying what will be developed in certain publicly owned areas. The commitment by the City to this vision developed the Ruston Way we are so proud of today.

1985 - City Waterway Area Plan sets forth policies and recognizes needs for this shoreline. There have been a variety of design and plan concepts and visionary examples, but so far the renewal of the City Waterway has not occurred.

1986 - A Public Forum, sponsored by the City, discussed issues surrounding the waterfront and its development or non-development. Questions raised were given responses from the City's planning department and possible solutions were set forth.

1988 - Urban Waterfront Policy Analysis by the state has raised possibilities that some of the definitions which were included in the Shoreline Management Act might have been interpreted too narrowly and encourages local governments to review their Master Programs for Shoreline Management. The analysis urges the cities to be more creative and also more specific, to analyze their needs, define the different opportunities to satisfy those needs and make the appropriate regulations and zoning.

The City is presently preparing a study to address any changes needed in the Master Program.

C. Charge to the Committee

CITY CLUB OF TACOMA RESEARCH COMMITTEE STUDY PROPOSAL

Tacoma's Commencement Bay Edge from the City Waterway to Ruston.

Issues affecting the waterfront of Tacoma, particularly Commencement Bay's western edge, appear to be of sufficient public concern to warrant a City Club study as part of its recently approved research program. Such a study would also be helpful in developing a community consensus with respect to existing and proposed public and private waterfront plans.

The product of the City Club research will be made available to the Tacoma Planning Commission which is initiating an examination of waterfront issues. The club's Research Committee has met with representatives of the Planning Department who will cooperate with a proposed independent examination of waterfront issues by a City Club task group.

Essentially, the study will review waterfront proposals, policies, plans, regulations, and conditions to obtain answers to these questions:

*Are the regulations adequate to assure the desired public use of the waterfront areas?

How well have they been carried out?

*Are they so restrictive that they block desirable private waterfront development supportive of city goals?

*What changes in existing policies and regulations including permitted uses may be indicated?

*Is there a need for additional funding to carry out the city's waterfront programs?

*Physically, what identified problem conditions have been corrected? What ones remain? What else needs to happen?

D. Survey Results -City Club of Tacoma's Urban Waterfront Survey

291 surveys were returned representing 75% of the Club membership.(a few were non-members) One third of the surveys contained constructive comments and suggestions.

50% of those surveyed live in Tacoma (at least half of these in North End), 25% live in unincorporated Pierce County and 12% in Gig Harbor.

85% of those surveyed work in Tacoma, 10% in Pierce County.

I. CONCERNING THE RUSTON WAY WATERFRONT

	Disagree	Neither Agree Nor Disagree	Agree
1. All remaining available land should be made into parks.	60%	15%	21%
2. Private owners should be allowed to develop land as they wish.	77%	9%	12%
3. Public access to the water should be allowed no matter how the land is developed.	19%	9%	71%
4. Residential uses should be allowed on the waterfront.	44%	13%	41%
5. Development should be for uses that are only water related or water dependent.	45%	24%	26%
6. Retail shops should be allowed on the waterfront.	19%	15%	65%
7. Office complexes should be allowed on the waterfront.	39%	19%	41%
8. At least half of the waterfront should be for parks and public use.	12%	12%	73%
9. Industrial uses should be allowed.	78%	7%	73%
10. The only private development allowed should be that which provides for public recreation.	56%	17%	26%

II. CONCERNING THE CITY WATERWAY WATERFRONT.

	Disagree	Neither Agree Nor Disagree	Agree
1. Some of this waterfront should be reserved for parks and public use integrating with downtown Tacoma.	4%	5%	88%
2. Development should be for uses that are only water-related or water-dependent.	42%	7%	27%
3. Industrial uses should be allowed.	41%	21%	34%
4. Office complexes should be allowed.	13%	17%	67%
5. Public access to the water should be allowed no matter how the land is developed.	16%	9%	72%
6. Residential uses should be allowed.	30%	19%	48%
7. This waterfront should attract tourism.	4%	9%	84%

III. CONCERNING THE SCHUSTER PARKWAY AREA

	Disagree	Neither Agree Nor Disagree	Agree
1. All of Schuster parkway should remain zoned for industry and deep water moorage.	63%	20%	12%
2. That portion from Old Town to the Sperry Mill site should be restricted to recreational uses.	27%	28%	40%
3. No additional industry or deep water moorage should be permitted.	33%	22%	40%
4. Any new uses should preserve present water views.	9%	12%	75%
5. Any new development should be only for water-related and water-dependent activities.	35%	26%	34%

C. Persons Interviewed

Hank Appleton	Real estate developer, Chairman of Commencement Bay Properties
Jan Bostick	Director Property Management, Glacier Park Land Management, subsidiary of Burlington Northern Railroad, Seattle
Robert J. Dewald	Director of Port Development, Port of Tacoma
Mike Ebert	Owner, Katie Downs Tavern, Ruston Way
Bob Evans	Architect, Municipal Dock Committee
Carolyn Gallacci	Member, Old Tacoma Improvement Club, Pierce County Historic Preservation Officer
James M. Harris	Architect, former president Downtown Tacoma Association
David Hoy	Manager of Development, Glacier Park Land Management, subsidiary of Burlington Northern Railroad, Seattle
James Merritt	Architect, member Pacific Avenue Citizens Review Committee, involved in Union Station revitalization
Ken Miller	Member, Old Tacoma Improvement Club, chairman of the steering Committee opposing the move of the National Guard to the Schuster Parkway waterfront
Jim Montgomerie	Director of Planning and Development, Metropolitan Parks Department, Tacoma
Scott Morrison	Commencement Bay area specialist in water contamination, Commencement Bay Source Control Division, Department of Ecology, Ol
Ron Nelson	Economic Development Manager, former Manager for Waterfront Development, City of Tacoma
Keith Palmquist	Director Community Development Department, City of Tacoma
Bert Paul	Realtor, expertise in waterfront development
Marshall Perrow	Architect, marina developer and owner, former member Tacoma

Planning Commission

- Ryan Petty Director, Tacoma-Pierce County Economic Development Board
- Anita Preston President, Old Tacoma Improvement Club, member of the Natural Systems Advisory Committee for Tacoma
- Mike Price Hazardous Waste Department, Tacoma Sewer Utilities
- Peter Rasmussen Tacoma City Councilman, architect
- Dominic Real Engineer, Hazardous Waste Department, Commencement Bay Source Control Division, Department of Ecology, Olympia
- Michael W. Smith Urban Planner/Waterfront Specialist, City of Tacoma Planning Department
- Michael Sullivan Tacoma Historic Preservation Officer
- Joe Williams Supervisor, Shoreline Management section of the Coastal Zone Program for the State Department of Ecology, Olympia

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Washington State Shoreline Management Act, Department of Ecology, Olympia, 1971., and regulations.

The City Club of Tacoma thanks the following for their support
in the publication of this report:

Brown Investments

Brown and Haley

Fiduciary Counselling, Inc.

Gordon, Thomas, Honeywell, Malanca, Peterson & Daheim
"A Multi-Service Law Firm"

Grantmaker Consultants, Inc.

The Gottfried and Mary Fuchs Foundation

Pacific Northwest Bell

Portfolio Timing, Inc.

Simpson Tacoma Kraft Company

Schwarz, Shera & Associates

C. Davis Weyerhaeuser

Weyerhaeuser Company Foundation



City of Tacoma
Community and Economic Development Department

Agenda Item
GB-2

TO: Planning Commission
FROM: Shirley Schultz, Principal Planner, Current Planning Division
SUBJECT: Billboard Regulations
DATE: January 12, 2011

Staff will be presenting additional information regarding billboards and proposed changes to the City's sign regulations, *Tacoma Municipal Code* Chapter 13.06.521-522.

At the January 19 meeting, staff will respond to the questions from your last meeting and focus discussion on two considerations: receiving areas where digital billboards could locate and the maximum height for digital billboards. In addition, Josh Diekmann, Professional Engineer, will speak briefly about safety studies and measures pertaining to driver distraction in relation to signage. Staff requests guidance on these issues in order to draft code language.

Attached are the following materials to facilitate the discussion:

- Memorandum from staff provided to the City Council's Environment and Public Works and Economic Development Committees on January 11, 2011
- Fact sheet with benchmarking information related to height

If you have any questions, please contact Shirley Schultz at (253) 591-5121 or shirley.schultz@cityoftacoma.org.

attachments

cc. Peter Huffman, Assistant Director



TO: Environment and Public Works Committee
Economic Development Committee

FROM: Shirley Schultz, Principal Planner
Community and Economic Development Department

SUBJECT: Signs Visible from Highways

DATE: January 11, 2011

Following is information from the Washington State Department of Transportation publication on outdoor advertising control. WSDOT maintains an office which is charged with permitting and monitoring signs visible from certain state rights-of-way. These include routes in the Scenic System as well as the Interstate System and other National Highway System Routes – including the Federal Aid Primary System. In Tacoma, the affected roadways are State Route 7, State Route 16, Interstate 5, and Interstate 705.

Of the initial receiving areas for digital signs, only a few are potentially impacted by the State's rules. Review of applicability is based upon "visibility" which is in turn based upon several factors – topography, intervening buildings, orientation of sign, height of sign, etc.¹

In Washington State

The following information on history and regulations in the Washington State Revised Code (RCW) and Administrative Rules (WAC) for Highway Advertising Control is from WSDOT Publication number M 22-95.

History

- The Federal-Aid Highway Act of 1958 featured a voluntary compliance program for states; control highway advertising to receive bonus funding for interstate highway construction.
- The Washington State Legislature passed laws that equaled or surpassed the national standards in March, 1961; administrative rules subsequently adopted.
- The Washington State Highway Commission entered into an advertising control agreement with the Federal Highway Administration in June 1961, still in effect today.
- Congress passed the Federal Highway Beautification Act in 1965, requiring states to participate and to maintain effective control of all outdoor advertising along the Interstates and Federal Aid Primary highways
- Washington State passed laws conforming to the Highway Beautification Act in May 1971, known as the Scenic Vistas Act.

¹ Based upon a telephone conversation with Pat O'Leary, program manager for WSDOT.

- The Washington State Highway Commission entered into an advertising control agreement with the Federal Highway Administration in September of 1971, still in effect today.
- Congress passed the Intermodal Surface Transportation Act (ISTEA) in 1991, reaffirming that states must control outdoor advertising.
- The basic rules, prohibitions, and permitting criteria contained in the Scenic Vistas Act have remained substantially unchanged since 1971. These rules apply to signs located on private property that are visible to regulated state highway routes.

Regulations

Chapter 47.42 RCW: Highway Advertising Control Act – Scenic Vistas Act

Chapter 468-66 WAC -- *Highway Advertising Control Act*

Except as permitted under this chapter, no person shall erect or maintain a sign which is visible from the main traveled way of the interstate system, the primary system, or the scenic system. In case a highway or a section of highway is both a part of the primary system and the scenic system, only those signs permitted along the scenic system shall be erected or maintained.

- Restricts off-premises signs that are visible from state routes by number, location, and size.
- Does not allow electronic signs as off-premises signs.
- Monitored, permitted, and controlled by Washington State Department of Transportation's Outdoor Advertising Control Program
- The area subject to regulation can extend up to 660 feet from right-of-way of highways
- Requires permitting from WSDOT
- Permits must be renewed annually

In Tacoma

A map of the routes subject to State review is on the final page of this memorandum. Of the highways which are subject to these rules, State Routes 7 (south of I-5) and 16 and Interstates 5 and 705 are located within Tacoma.

For initial ten digital billboards:

An overlay of this map with the proposed receiving areas for the initial ten digital billboards shows low potential for the State rules to affect digital billboard placement.

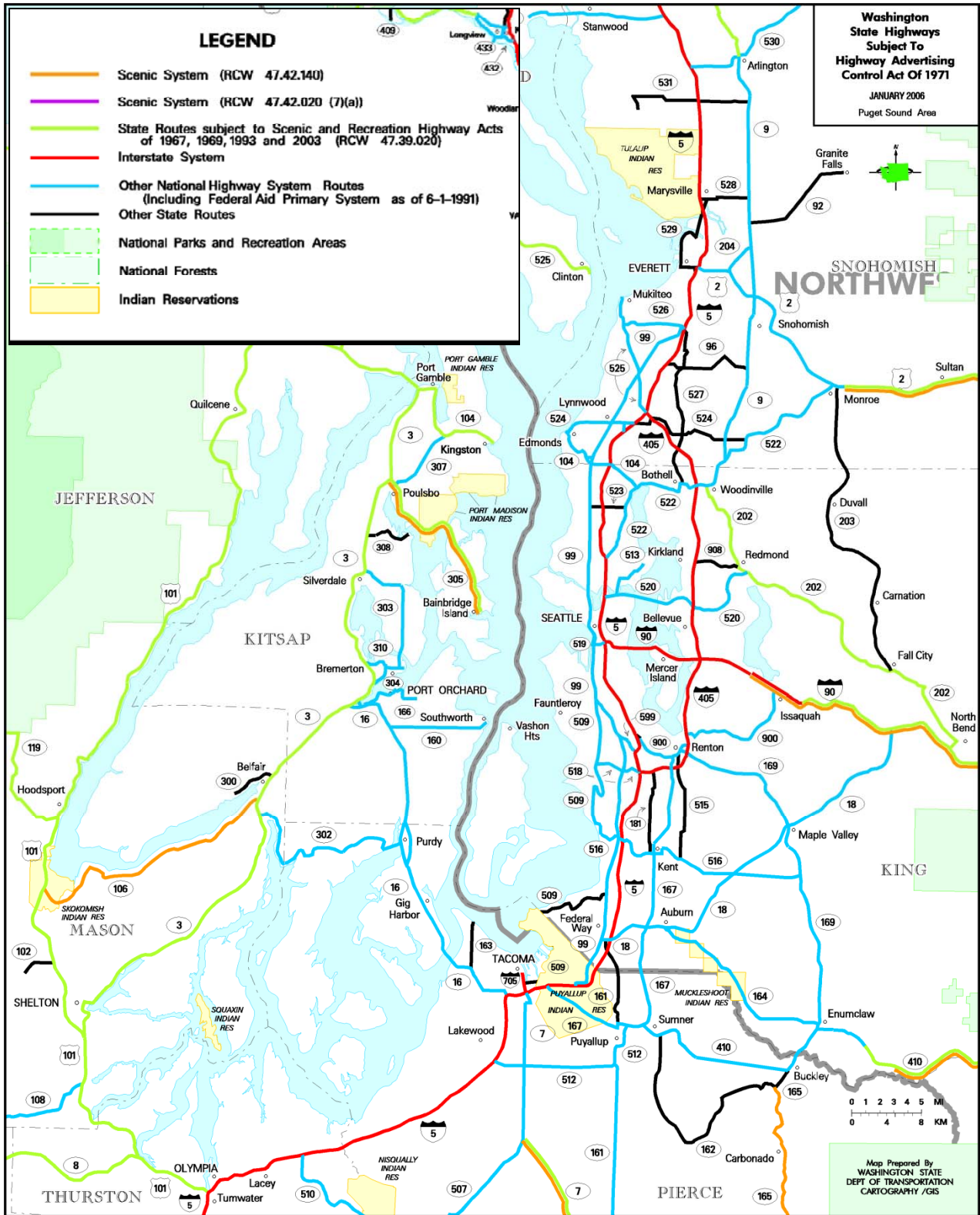
- SR 7: no digital billboards are proposed for this portion of Pacific Avenue.
- SR 16: potential for visibility if digital billboards are placed in the Highland Hills area, but intervening buildings may effectively block signage.

- I-5: potential for visibility at the South 72nd Street interchange, especially at Hosmer, but this is dependent upon height and orientation of the sign. State regulations require a minimum distance from controlled access areas (e.g., off-ramps).
- I-705: potential for visibility for the signs proposed along Pacific Avenue, but this is highly dependent upon the height of signage because of grade differences in the roadways.

For future billboards:

- SR 7: much of State Route 7 (Pacific Avenue) is currently zoned such that billboards would not be allowed – the majority of the route is either zoned for residential purposes or is part of a mixed-use district. Where “C-2” zoning exists, it is typically only half a block in depth, meaning that buffering from residential uses would preclude locating a billboard along the route. There are a few exceptions south of 84th Street where placement might be possible and state permitting might be required.
- SR 16: All of the State Route 16 right-of-way is zoned residential, except for the crossings at 6th Avenue and at the Nalley Valley, meaning there would be a minimum 250-foot setback from the right-of-way under current buffering standards. There is insufficient depth of “C-2” zoning on 6th Avenue to locate new billboards under current buffering standards, although one could potentially be located at Pearl Street. The greatest potential for visibility is along North 9th Street. However, because of buffering standards, signs would need to be located approximately 125 feet from the edge of North 9th, and intervening buildings might affect visibility.
- I-5: almost all of the I-5 right-of-way through Tacoma is in a zone that does not allow billboards. A very small portion at Tacoma Avenue South is “C-2” and the area from approximately East “J” to the Puyallup River is zoned “M-1” and “C-2”. Any billboard permitted visible from I-5 would require State review.
- I-705: potential for visibility for the signs proposed along Pacific Avenue, but this is highly dependent upon the height of a sign because of grade differences in the roadways.

All permitting is, and would remain, the responsibility of the sign owner. Potential code change language could include a statement about compliance with relevant sections of the RCW and WAC. It could also name the affected roadways in order to inform applicants for sign permits – both on- and off-premises.





City of Tacoma
Community and Economic Development Department

Billboard Regulations – Planning Commission Presentation

Height Benchmarking

January 13, 2011

Following is some information about how certain cities in Washington address billboards and allowable height. A table summarizing the regulations for these and several additional jurisdictions is located at the end of this document.

Code Language

City of Bellingham Municipal Code:

Title 20 LAND USE DEVELOPMENT, Chapter 12 GENERAL STANDARDS
20.12.040 - SIGNS

E. Billboard Standards.

3. Performance Standards.

m. Billboard height shall not exceed the allowed height for signs in the underlying Land Use Designation, and in no case shall exceed 35' in height.

[*Staff Comment:* Height is defined for buildings the same way the building code defines height. There is no separate definition for sign height.]

City of Kent Municipal Code:

Chapter 15.06 Sign Regulations
15.06.040.R Off-Premises Signs

3. Standards

b. Maximum height. Maximum height is thirty-five (35) feet.

[*Staff Comment:* Height is not defined in the Kent Code.]

Seattle Municipal Code:

SMC 23.55.014 Off-premises signs.

E. Development Standards Applicable to All Off-premises Signs.

4. Sign Height. The maximum height limit for any portion of an off-premises sign (except in Industrial zones) is forty (40) feet or the height limit of the zone, whichever is less. The maximum height limit for any portion of an off-premises sign in an Industrial zone is sixty-five (65) feet or the height limit of the zone, whichever is less.

[*Staff Comment:* Height is defined for buildings, but not separately for signs, and is measured from grade.]

City of Tukwila Municipal Code:

Chapter 19.38 BILLBOARDS

19.38.040 New Billboards

No new billboards, neither digital nor standard, will be permitted within the City unless the applicant reduces the total number of existing billboards within the City sending areas.

4. The following requirements shall apply to new billboards within designated receiving areas:
 - d. Billboards shall not exceed a height of 35 feet.

Staff analysis:

Digital off-premises signs (billboards) can be limited to current height limits for standard billboards – 30 feet in the “C-2”, “M-1” and “M-2” zones, and 45 feet in the “PMI” zone. Other options include increasing the allowable height for digital boards, limit the height of digital boards to the underlying zone, limit to the height of the building on site, allow increased height if the exchange ratio increases, limit to the height of the existing billboard that will be replaced.

In the preliminary benchmarking, staff could not find a jurisdiction that measures the height of billboards from the roadway that it is seen. The Commission may want to consider revising this provision of the existing code.

City	Height limit in General Commercial District		Notes
	On-Premises Sign	Off-Premises Sign	
Bellevue	15 feet	N/A	From ground
Bellingham	35 feet	35 feet or height of zone	From ground
Federal Way	25 feet	N/A	From ground
Kent	15 feet	35 feet	Not Defined
Olympia	16/25 feet	N/A	Not defined
Seattle	30/40 feet or height of zone	40 feet or height of zone	Not defined
Spokane	35 feet	N/A	From ground
Tacoma	35 feet or height of building	30 feet	From height of roadway
Tukwila	6-8 feet	35 feet	From ground
Vancouver	25 feet	N/A	From ground



City of Tacoma
Community and Economic Development Department

Agenda Item
GB-3

TO: Planning Commission
FROM: Donna Stenger, Manager, Long-Range Planning Division
SUBJECT: Annual Amendment #2011-07 – Park Zoning and Permitting
DATE: January 13, 2011

At the Planning Commission meeting on January 19th, staff will continue the discussion of Annual Amendment #2011-07, which involves the consideration of potential modifications to the City's current zoning and permitting approach for parks, recreation and open space uses within residentially zoned areas of the City. The project objective is to better implement City policies indicating that park, recreation and open space uses are desirable throughout the City, while also ensuring adequate opportunity for City review and public input to ensure compatibility with residential areas.

Though some issues likely remain to be discussed, the Planning Commission has already provided the bulk of substantive direction on this project. Staff have prepared, and will be seeking the Commission's direction on, a staff report summarizing the project and draft code language implementing the proposed "impacts-based" approach for revising the zoning code thresholds for when parks and related land uses would require a Conditional Use Permit. The proposed approach would make parks, recreation and open space land uses "Permitted outright" in residential districts, designate certain park features that are anticipated to generate significant impacts as still needing a Conditional Use Permit, and make other code changes to better and more clearly address parks, recreation and open space uses.

Attached are the staff report and draft code changes. Background information is contained in the August 4, 2010 assessment report, and the October 6th, November 17th, and December 15th Planning Commission packets.

If you have any questions, please contact Elliott Barnett at 591-5389 or elliott.barnett@cityoftacoma.org.

DS:eb

Attachment

c. Peter Huffman, Assistant Director



2011 Annual Amendment Application No. 2011-07
Parks Permitting and Zoning

STAFF REPORT

Application #:	2011-07
Applicant:	City of Tacoma, Community & Economic Development Dept.
Contact:	Elliott Barnett, Associate Planner
Type of Amendment:	Regulatory Code Text Change
Current Land Use Intensity:	Various
Current Area Zoning:	Various
Size of Area:	City-wide
Location:	City-wide
Neighborhood Council area:	City-wide
Proposed Amendment:	The proposed amendment will revise development regulations for parks, recreation and open space land uses in order to streamline the permit process in residential zoning districts, while ensuring appropriate compatibility with residential neighborhoods.

General Description of the Proposed Amendment:

This proposed amendment would modify the current zoning approach for parks, recreation and open space land uses in order to streamline and otherwise improve the City's review process for development activities that fit into those categories. In summary, the changes proposed would make parks, recreation and open space uses Permitted outright in residential zoning districts, designate parks and recreation features and facilities that are likely to have substantial impacts to residential neighborhoods as Conditional uses, and modify development standards for parks, recreation and open space, along with other supporting code changes.

Parks and recreation are currently permitted outright in non-residential zoning districts, but are Conditional uses in residential zoning districts. As Conditional uses in residential zones, parks and recreation activities are subject to permit application requirements that involve significant time, effort and cost to prepare and submit. The proposed code changes are intended to significantly reduce the cost and delays associated with the current process for many development activities, while ensuring that parks, recreation and open space uses are compatible with residential neighborhoods.

This review was requested by Metro Parks Tacoma, which identified issues with the current zoning and permitting approach for parks and recreation and requested an opportunity to work with the City to develop a more streamlined and efficient review process. Issues identified with the current approach include:

- The cost and delay of the Conditional Use Permit process;
- Gaps in the code in relation to parks, recreation and open space;

- Lack of clarity in the code as to how to address modifications and expansions to pre-existing parks that were not required to get a Conditional Use Permit when they were created;
- Redundant public notice and outreach (Metro Parks Tacoma conducts extensive public outreach and the City provides public notice through the Conditional Use Permit process); and,
- Based on review of recent permits, it is unclear that conditions applied through the Conditional Use Permit process results in significant changes or improvements to project designs.

Given these issues, Metro Parks Tacoma and the City undertook this project to explore options. As the primary provider of parks and recreation activities and services, Metro Parks Tacoma is particularly affected by the existing process. Another stakeholder group is community groups with an interest in creating community gardens or other neighborhood-managed sites. Currently, community gardens are categorized as a park and recreation use requiring a Conditional Use Permit.

Through this effort, the Commission determined that changes are warranted to address the issues identified. The proposed approach is based on an assessment of which parks, recreation and open space uses are likely to result in impacts to residential neighborhoods, resulting in a methodology to tailor the thresholds between Permitted and Conditional uses. Parks, recreation and open space uses unlikely to generate impacts of concern would become Permitted outright, while more substantial parks and recreation features would remain Conditional uses.

The proposal also includes modifying and adding standards to the Tacoma Municipal Code to address gaps for parks, recreation and open space uses. Code changes are proposed pertaining to setbacks, landscaping, transit support facilities, pedestrian and bicycle support standards and signs. The main issue is that the code, as currently written, focuses primarily on buildings, while many park and open space sites are mostly or entirely undeveloped with buildings. Moving many parks, recreation and open space development activities into the Permitted outright status removes the perceived “safety net” currently provided by the Conditional Use Permit process. In order to ensure there are adequate provisions for compatibility with residential neighborhoods, some modifications are required to the development standards for these uses. The intent of these proposed changes is to make the code requirements for parks, recreation and open space uses consistent with requirements for other uses. In addition, some code changes are being made to address issues identified by Metro Parks Tacoma as barriers in the existing code (including changes to the sign code).

Additional Information:

The Planning Commission gave consideration to the fact that Metro Parks Tacoma has its own well-developed public outreach process, as well as its own project design guidelines. The existence of a well-established process and guidelines, as well as oversight of the Metro Parks Board of Commissioners—an elected body answerable to the public—were factors in the Commission’s determination to ease the City’s permitting requirements for parks. Metro Parks Tacoma’s guidelines are available at the following link: <http://www.metroparkstacoma.org/files/library/757c64dfdaa50abf.pdf>.

One provision of these proposed amendments also affects schools. Currently, the code is unclear how to address proposed modifications to schools and parks which were developed at a time when a Conditional Use Permit was not required. Since they do not have the currently required permit, they could be considered non-conforming – a status indicating that the long-term intent is that they would go away. This is clearly not the intent for pre-existing parks and schools. The proposed amendments include a provision to clarify that pre-existing parks and schools will be treated as having a Conditional Use Permit, allowing them to be expanded or modified in the same manner as other conditional uses.

Public Outreach:

Public outreach for this project will primarily be through the Planning Commission and City Council's public hearing and notice processes.

City staff have worked closely with planning staff for Metro Parks Tacoma, from the outset of the project through development of the final code language. In addition, staff made a presentation to the Metro Parks Tacoma's Board of Commissioners at its Study Session on January 10, 2011. Staff have also consulted with staff from the Tacoma School District and Pierce Transit.

Applicable Provisions of the Growth Management Act (and other state laws):

This proposal is intended to remove regulatory barriers and streamline the provisions for the development and improvement of parks, recreation and open space uses within the City. As such it will help to implement the GMA's open space and recreation goal:

Open space and recreation

Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.

By making it easier to develop and enhance parks, recreation and open space, and by protecting and enhancing residential neighborhoods, the proposal supports Tacoma's quality of life and environment. Over the long-term, these gains support the GMA's goals for reducing sprawl and encouraging compact urban centers by helping to attract and retain residents and businesses.

Applicable Provisions of the Comprehensive Plan:

The proposed code amendments are consistent with the policies of the Comprehensive Plan. The purpose of these amendments is to make improvements to the Tacoma Municipal Code to implement two primary policy intents: To support the provision of parks, recreation and open space uses and amenities throughout the City; and, to prevent impacts from non-residential land uses that are incompatible with residential character. These code amendments are intended to remove code barriers to facilitate accomplishing the first intent, while adding appropriate code provisions to ensure the second.

While the proposed amendments would apply citywide, the majority apply within Low Intensity areas and Single-family Detached Housing areas, as identified within the Growth Strategy and Development Concept Element and the Generalized Land Use Element. Within these areas single-family detached housing is the predominant and, for many residents, the most desirable development pattern. Parks, recreation and open space, along with other public or quasi-public uses such as schools, churches and libraries, are generally recognized as desirable within these land use intensity areas.

Growth Strategy and Development Concept Element:

Low intensity development is predominantly single-family residential development, but can include duplexes, triplexes, and small-scale multifamily development. Supportive neighborhood convenience commercial establishments and community facilities such as churches, schools, libraries and fire stations also are considered low intensity uses. Open space areas may also be considered a low intensity use and can include recreational areas and parks.

Generalized Land Use Element: Neighborhood facilities and services section

Uses that provide service to the neighborhoods and surrounding community and do not alter the character of the existing neighborhood are appropriate in established single-family areas.

Generally, these include public and quasi-public uses such as schools, churches, fire stations, libraries, substations, community facilities, neighborhood parks and playgrounds. These uses are generally considered desirable and are viewed as part of the living environment of a neighborhood... It is intended that such developments be sited, designed, scaled and located to be compatible with the existing character of the neighborhood.

Generalized Land Use Element: Low Intensity - Intent

Low intensity residential development is the most prevalent type of development in the city. The predominance of single-family detached houses on individual lots and a relatively quiet neighborhood environment are characteristic of low intensity residential areas. Low intensity residential areas include areas developed exclusively as single-family housing as well as areas developed with a limited mixture of other uses but still predominantly single-family in character. Large scale residential development projects which maintain a low density but permit varying types of structures such as low-scale apartments, townhouses, duplexes and single-family detached housing may be appropriate in low intensity areas.

There is policy support throughout the Comprehensive Plan for parks, recreation and open space uses. Recent policy discussions have highlighted the importance of these uses, most recently the 2008 adoption of the Open Space Habitat and Recreation Element. The following policies are a selection from multiple Comprehensive Plan policies that express strong support for parks, recreation and open space:

Policy OS-R-1 Develop and Improve Recreation Opportunities

Acquire, improve and maintain land and facilities valuable for recreation purposes that support the goals of the OSHRP, other elements of the Comprehensive Plan and Metro Parks Tacoma's Strategic Parks and Program Services Plan.

Policy LU-MUD-14 Public Spaces

Provide a diverse array of usable public spaces including small parks, plazas, playgrounds, visible landscaping, and other types of open areas within centers to balance higher density development, enhance the quality of the living environment, and provide social and recreational opportunities for residents, employees and visitors.

Policy LU-RDG-10 Public Services and Facilities

Residential areas should have convenient access to public transportation, parks and open space, schools, and community facilities.

Policy OS-CG-1 Community Gardens

Support and develop existing and new community gardens within parks and on appropriate public and private lands. Consider creative approaches to managing community gardens, such as support by education institutions or volunteer management by community organizations.

The Neighborhood Element is divided into sections for each neighborhood. Each of the sections includes policies supporting parks, recreation and open space, along with specific priorities by neighborhood.

Equally strong policy language throughout the Comprehensive Plan emphasizes the importance of protecting the character of residential neighborhoods.

Generalized Land Use Element: Residential Development section

It is intended that the viability of residential areas will be strengthened by eliminating incompatible land uses, protecting natural physical features, promoting quality design and

encouraging repair and rehabilitation of existing residential structures. Adequate streets and public facilities are also important to meet the needs of the citizens living in residential areas. The viability of the city's urban residential areas is essential if they are to continue to provide an acceptable alternative to suburban living.

Generalized Land Use Element: Low Intensity - Single-family Detached Housing Areas section
Single-family detached housing is the preferred housing structure type for many of Tacoma's citizens. Qualities associated with single-family neighborhoods are generally viewed as desirable and include: low noise levels, limited traffic, compatible building styles and uses, and low-density development. Much of the city's land is strongly committed to single-family development and has been determined to be deserving of special protection from incompatible land uses.

Multiple policies express the need to provide site amenities and to meet appropriate development standards within parks, recreation and open space uses:

Generalized Land Use Element: Low Intensity section

Policy LU-RDLI-1 Other Compatible Development

Allow other compatible development, provided the general character of the area is maintained and development standards are applied.

Policy LU-RDLI-8 Neighborhood Community Facilities

Permit community facilities on the fringes of and within neighborhoods, provided that the use, intensity, traffic congestion, hours of operation, etc. do not exert or produce unreasonable adverse influences on adjacent or surrounding properties.

Policy LU-RDLISFD-5 Public and Quasi-Public Facilities

Within single-family detached housing areas permit public and quasi-public uses and community facilities, provided they are designed and scaled to be compatible with the existing character, properly located and adverse effects are minimized.

OS-LF-9 Site Amenities

Provide well-designed, barrier-free and appropriate access and amenities at parks and facilities intended for public access, such as lighting, seating, drinking fountains, trash receptacles, bicycle racks, and shelters. Provide internal pathways connecting park elements and features within high-impact recreational areas.

OS-LF-10 Accommodate Non-motorized Transportation

Design and develop recreation lands and facilities, as appropriate to each site, to accommodate and encourage non-motorized travel modes, including walking, hiking, bicycling, skateboarding and rollerblading. Accommodate non-motorized travel to and within recreation areas, and provide ample bicycle parking at high-impact recreation sites.

Applicable Provisions of the Land Use Regulatory Code:

This amendment proposes to make changes to the Tacoma Municipal Code in order to better implement the Comprehensive Plan policies summarized above. The code currently allows parks and recreation as Conditional uses, requiring a significant process through the Conditional Use Permit. The premise of this project is that changes can be made that will both streamline the current permitting process, and protect residential neighborhoods from impacts resulting from parks, recreation and open space land uses.

Code amendments are proposed to accomplish the following project objectives:

1. Parks and related uses Permitted outright
2. Specific parks features require a Conditional Use Permit
3. Pre-existing parks and schools treated as having Conditional Use Permit
4. Distance-based Conditional Use Permit exemption for some park features
5. Code standards for parks, recreation and open space uses

Amendments are proposed to the following chapters of TMC Title 13, the Land Use Regulatory Code:

13.06.100 – Residential Districts

- Add intent statement regarding parks, schools and other uses in residential zones.
- Land Use table: Change the current Park and recreation use category to “Parks, recreation and open space”; change status it from Conditional to Permitted/Conditional; add reference to definitions and thresholds for Conditional features.

13.06.200 – Commercial Districts

- Change use to “Parks, recreation and open space”

13.06.300 – Mixed-Use Center Districts

- Change use to “Parks, recreation and open space”

13.06.400 – Industrial Districts

- Change use to “Parks, recreation and open space”

13.06.500 – Requirements in all preceding districts

- Modify standards pertaining to Landscaping, Transit support facilities, Pedestrian and bicycle support standards, and Signs
- Add new Parks, recreation and open space section

13.06.600 Zoning code administration

- Add setback standards for parks, recreation and open space uses

13.06.700 – Definitions and Illustrations

- Add definition of Open Space
- Modify definition for Commercial Recreation
- Change Park and recreation to “Parks, recreation and open space”

Amendment Criteria:

Applications for amendments to the Comprehensive Plan and Land Use Regulatory Code are subject to review based on the adoption and amendment procedures and the review criteria contained in TMC 13.02.045.G. Proposed amendments are required to be consistent with or achieve consistency with the Comprehensive Plan and meet at least one of the eleven review criteria to be considered by the Planning Commission. The following section provides a review of each of these criteria with respect to the proposal. Each of the criteria is provided, followed by staff analysis of the criterion as it relates to this proposal.

- 1. There exists an obvious technical error in the pertinent Comprehensive Plan or regulatory code provisions.**

Staff Analysis: N/A

- 2. Circumstances related to the proposed amendment have significantly changed, or a lack of change in circumstances has occurred since the area or issue was last considered by the Planning Commission.**

Staff Analysis: N/A

- 3. The needs of the City have changed, which support an amendment.**

Staff Analysis: Historically, the emphasis in residential zoning districts has been on preventing land uses that have been considered undesirable or incompatible with single-family residential districts. Recent policy decisions by the City Council have emphasized the importance to the City of parks, recreation, open space and other features that add to the City's quality of life. This amendment continues a trend over a number of years toward allowing parks and recreation outright in more zoning districts.

- 4. The amendment is compatible with existing or planned land uses and the surrounding development pattern.**

Staff Analysis: The amendment is compatible with existing residential land use and development patterns.

- 5. Growth and development, as envisioned in the Plan, is occurring faster, slower, or is failing to materialize.**

Staff Analysis: N/A

- 6. The capacity to provide adequate services is diminished or increased.**

Staff Analysis: N/A

- 7. Plan objectives are not being met as specified, and/or the assumptions upon which the plan is based are found to be invalid.**

Staff Analysis: N/A

- 8. Transportation and/or other capital improvements are not being made as expected.**

Staff Analysis: N/A

- 9. For proposed amendments to land use intensity or zoning classification, substantial similarities of conditions and characteristics can be demonstrated on abutting properties that warrant a change in land use intensity or zoning classification.**

Staff Analysis: N/A

10. A question of consistency exists between the Comprehensive Plan and its elements and RCW 36.70A, the County-wide Planning Policies for Pierce County, Multi-County Planning Policies, or development regulations.

Staff Analysis: N/A

Concomitant Zoning Agreements (CZAs): N/A

Economic Impact Assessment:

This proposal would reduce regulatory barriers to providers of parks, recreation and open space, resulting in cost savings, increased certainty regarding City requirements, and reduced delay in the City permitting process. The largest parks provider in Tacoma is Metro Parks Tacoma, but other entities also develop and manage parks as well, including the City of Tacoma, and community groups seeking to create community gardens or similar community-managed sites.

The Conditional Use Permit, which would no longer be required for many parks, recreation and open space developments, entails both costs and delays. It currently costs \$4,363.42 to submit a Conditional Use Permit application. Additional costs may also be necessary, such as the cost to obtain technical studies. The City's review of the Conditional Use Permit typically takes approximately 120 days. This delay can also add costs to the bottom line of projects. Finally, the Conditional Use Permit process is less predictable in terms of the potential requirements that could result than specified standards in the code would be. This makes it difficult to accurately design the project scope and budget in advance.

Some new requirements applicable to parks and recreation uses are being proposed which in some cases could increase the cost of development. The affect on the overall cost would depend on multiple factors including site conditions, adjacent improvements, and the scope of development activities. This makes it difficult to make a general statement about cost implications.

Secondary communitywide economic benefits could result from this proposal, to the extent that the proposed amendments achieve their objectives of streamlining and facilitating the development or enhancement of parks, recreation and open space, while protecting the character of residential neighborhoods. Both are important components of a long-term strategy to improve quality of life and thus make the City more attractive to existing and new residents and employers.

Staff Recommendation:

Staff recommend that the draft amendments be forwarded for public review and comment, and pending public comments, preliminarily recommend that they be approved by the City Council.

Exhibits:

A. Draft Land Use Regulatory Code Changes



2011 Annual Amendment Application No. 2011-07
Parks Zoning and Permitting

DRAFT LAND USE REGULATORY CODE CHANGES
January 12, 2011

These proposed amendments include modifications to the following Sections of *TMC* Title 13, the Land Use Regulatory Code:

13.06.100 – Residential Districts

13.06.200 – Commercial Districts

13.06.300 – Mixed-Use Center Districts

13.06.400 – Industrial Districts

13.06.500 – Requirements in all preceding districts

13.06.600 – Zoning code administration

13.06.700 – Definitions and Illustrations

*Note – These amendments show all of the changes to the *existing* land use regulations. The sections included are only those portions of the code that are associated with these amendments. New text is underlined and text that is deleted is shown in ~~strikethrough~~.

Chapter 13.06
ZONING

Sections:

- 13.06.100 Residential Districts.**
- 13.06.100.B.1 R-1 Single-Family Dwelling District.
- 13.06.100.B.2 R-2 Single-Family Dwelling District.
- 13.06.100.B.3 R-2 SRD Residential Special Review District.
- 13.06.100.B.4 HMR-SRD Historic Mixed Residential Special Review District.
- 13.06.100.B.5 R-3 Two-Family Dwelling District.
- 13.06.100.B.6 R-4-L Low-Density Multiple Family Dwelling District.
- 13.06.100.B.7 R-4 Multiple-Family Dwelling District.
- 13.06.100.B.8 R-5 Multiple-Family Dwelling District.
- 13.06.105 *Repealed.*
- 13.06.110 *Repealed.*
- 13.06.115 *Repealed.*
- 13.06.118 *Repealed.*
- 13.06.120 *Repealed.*
- 13.06.125 *Repealed.*
- 13.06.130 *Repealed.*
- 13.06.135 *Repealed.*
- 13.06.140 PRD Planned Residential Development District.
- 13.06.145 Small-lot single-family residential development.
- 13.06.150 Accessory dwelling units.
- 13.06.155 Day care centers.
- 13.06.200 Commercial Districts.**
- 13.06.200.A District purposes.
- 13.06.200.B Districts established.
- 13.06.200.B.1 T Transitional District.
- 13.06.200.B.2 C-1 General Neighborhood Commercial District.
- 13.06.200.B.3 C-2 General Community Commercial District.
- 13.06.200.B.4 HM Hospital Medical District.
- 13.06.200.B.5 PDB Planned Development Business District.
- 13.06.200.C Land use requirements.
- 13.06.200.D Building envelope standards.
- 13.06.200.E Maximum setback standards on designated streets.
- 13.06.200.F Common requirements.
- 13.06.300 Mixed-Use Center Districts.**
- 13.06.300.A District purposes.
- 13.06.300.B Districts established.
- 13.06.300.B.1 NCX Neighborhood Commercial Mixed-Use District.
- 13.06.300.B.2 CCX Community Commercial Mixed-Use District.
- 13.06.300.B.3 UCX and UCX-TD Urban Center Mixed-Use District.

- 13.06.300.B.4 RCX Residential Commercial Mixed-Use District.
- 13.06.300.B.5 CIX Commercial Industrial Mixed Use District.
- 13.06.300.B.6 NRX Neighborhood Residential Mixed-Use District.
- 13.06.300.B.7 URX Urban Residential Mixed-Use District
- 13.06.300.B.8 HMX Hospital Medical Mixed-Use District
- 13.06.300.C Applicability and pedestrian streets designated.
- 13.06.300.D Land use requirements.
- 13.06.300.E Building envelope standards.
- 13.06.300.F Maximum setback standards.
- 13.06.300.G Residential X-District Yard Space Standards.
- 13.06.300.H Common requirements.
- 13.06.400 Industrial Districts.**
- 13.06.400.A Industrial district purposes.
- 13.06.400.B Districts established.
- 13.06.400.B.1 M-1 Light Industrial District.
- 13.06.400.B.2 M-2 Heavy Industrial District.
- 13.06.400.B.3 PMI Port Maritime & Industrial District.
- 13.06.400.B.4 ST-M/IC South Tacoma Manufacturing/Industrial Overlay District.
- 13.06.400.C Land use requirements.
- 13.06.400.D Building envelope standards.
- 13.06.410 *Repealed.*
- 13.06.420 *Repealed.*
- 13.06.430 *Repealed.*
- 13.06.500 Requirements in all preceding districts.**
- 13.06.501 Building design standards.
- 13.06.502 Landscaping and/or buffering standards.
- 13.06.503 Residential transition standards.
- 13.06.510 Off-street parking and storage areas.
- 13.06.511 Transit support facilities.
- 13.06.512 Pedestrian and bicycle support standards.
- 13.06.520 Signs.
- 13.06.521 General sign regulations.
- 13.06.522 District sign regulations.
- 13.06.525 Adult uses.
- 13.06.530 Juvenile community facilities.
- 13.06.535 Special needs housing.
- 13.06.540 Surface mining.
- 13.06.545 Wireless communication facilities.
- 13.06.550 Work release centers.
- 13.06.555 View-Sensitive Overlay District.
- 13.06.560 Parks, recreation and open space.
- 13.06.600 Zoning code administration – General purposes.**
- 13.06.601 Public Facility Sites – Development Regulation Agreements Authorized.

- 13.06.602 General restrictions.
- 13.06.603 Mineral resource lands.
- 13.06.605 Interpretation and application.
- 13.06.610 *Repealed.*
- 13.06.620 Severability.
- 13.06.625 *Repealed.*
- 13.06.630 Nonconforming parcels/uses/structures.
- 13.06.635 Temporary use.
- 13.06.640 Conditional use permit.
- 13.06.645 Variances.
- 13.06.650 Application for rezone of property.
- 13.06.655 Amendments to the zoning regulations.
- 13.06.700 Definitions and illustrations.**

encouraging repair and rehabilitation of existing residential structures.

8. Allow for the enhancement of residential neighborhoods with parks, open space, schools, religious institutions and other uses as deemed compatible with residential character.

13.06.100 Residential Districts.

The 100 series will contain regulations for all residential classifications, including the following:

- R-1 Single-Family Dwelling District
- R-2 Single-Family Dwelling District
- R-2SRD Residential Special Review District
- HMR-SRD Historic Mixed Residential Special Review District
- R-3 Two-Family Dwelling District
- R-4 Multiple-Family Dwelling District
- R-4-L Low-Density Multiple-Family Dwelling District
- R-5 Multiple-Family Dwelling District
- PRD Planned Residential Development District (see Section 13.06.140)

A. District purposes. The specific purposes of the Residential Districts are to:

1. Implement the goals and policies of the City’s Comprehensive Plan.
2. Implement the Growth Management Act’s goals and county-wide and multi-county planning policies.
3. Provide a fair and equitable distribution of a variety of housing types and living areas.
4. Protect and enhance established neighborhoods.
5. Provide for predictability in expectations for development projects.
6. Allow for creative designs while ensuring desired community design objectives are met.
7. Strengthen the viability of residential areas by eliminating incompatible land uses, protecting natural physical features, promoting quality design, and

Uses	R-1	R-2	R-2SRD	HMR-SRD	R-3	R-4-L	R-4	R-5	Additional Regulations ¹
Master plans for any conditional use	CU	CU	CU	CU	CU	CU	CU	CU	The purpose of this process is to allow an applicant to seek approval for a development program which occupies a large site with multiple-buildings, a complex program, and a detailed plan developed by the applicant which would be implemented in phases and which would extend beyond the normal expiration date, to be reviewed after a ten-year period for those portions of the plan which have not yet been developed.
Microbrewery/winery	N	N	N	N	N	N	N	N	
Microwinery, limited	N	N	N	N	N	N	N	N	
Mobile home/trailer court	N	N	N	N	N	CU	N	N	Subject to additional requirements contained in Section 13.06.502
Nursery	N	N	N	N	N	N	N	N	
Office	N	N	N	N	N	N	N	N	
<u>Parks, and recreation and open space</u>	<u>P/CU</u>	<u>P/CU</u>	<u>P/CU</u>	<u>P/CU</u>	<u>P/CU</u>	<u>P/CU</u>	<u>P/CU</u>	<u>P/CU</u>	<u>Parks, recreation and open space uses are permitted outright. However, the following parks and recreation features and facilities require a Conditional Use Permit:</u> <ul style="list-style-type: none"> • <u>Destination facilities</u> • <u>High-intensity recreation facilities</u> • <u>High-intensity lighting</u> • <u>Development of more than 20 off-street parking spaces</u> <u>Parks, recreation and open space uses are subject to the requirements of TMC 13.06.560, where the above features are defined.</u>
Passenger terminal	N	N	N	N	N	N	N	N	
Personal services	N	N	N	N	N	N	N	P	For R-5, minor personal service uses, such as beauty parlors and instructional services, are permitted, provided they are within retirement homes, continuing care retirement communities, student housing, apartment complexes, or similar facilities and are designed primarily to serve on-site residents.
Port, terminal, and industrial; water-dependent or water-related (as defined in Chapter 13.10)	N	N	N	N	N	N	N	N	
Public safety and public service facilities	CU	CU	CU	CU	CU	CU	CU	CU	Unless the specific use is otherwise allowed outright, public service facilities are permitted only upon issuance of a conditional use permit. See Section 13.06.640.
Religious assembly	CU	CU	CU	CU	CU	CU	CU	CU	
Repair services	N	N	N	N	N	N	N	N	

4. District use table.

Uses	T	C-1	C-2 ¹	HM	PDB	Additional Regulations ^{2,3} (also see footnotes at bottom of table)
Master plans for any conditional use	CU	CU	CU	CU	CU	The purpose of this process is to allow an applicant to seek approval for a development program which occupies a large site with multiple-buildings, a complex program, and a detailed plan developed by the applicant which would be implemented in phases and which would extend beyond the normal expiration date, to be reviewed after a ten-year period for those portions of the plan which have not yet been developed.
Microbrewery/winery	N	N	N	N	N	
Microwinery, limited	N	CU	P	N	CU	Alcohol service, in C-1 and PDB zones, requires a conditional use permit. Must include a retail component that occupies a minimum of 500 gross square feet of usable space, fronts the street at sidewalk level or has a well-marked and visible entrance at sidewalk level, and is open to the public a minimum of forty (40) hours per week. All production activities must be conducted within an enclosed building. Within C-1 districts, no outside storage is allowed. Outside storage is allowed in all other districts where this use is permitted provided screening and/or buffer planting areas are provided in accordance with Section 13.06.502.B.
Mobile home/trailer court	N	N	CU	N	N	
Nursery	N	N	P	N	N	
Office	P	P	P	P	P	
Parks and recreation <u>and open space</u>	P	P	P	P	P	<u>Subject to the requirements of TMC 13.06.560</u>
Passenger terminal	N	N	P	N	N	
Personal services	N	P	P	P	P	See Table 13.06.200.D for size limitation in PDB and HM.
Port, terminal, and industrial; water-dependent or water-related (as defined in Chapter 13.10)	N	N	N	N	N	
Public safety and public service facilities	P	P	P	P	P	
Religious assembly	P	P	P	P	P	
Repair services	N	P	P	N	N	Must be contained within a building with no outdoor storage. Engine repair, see Vehicle Repair.

Uses	NCX	CCX	UCX	UCX-TD	RCX ¹	CIX	HMX	URX	NRX	Additional Regulations ^{3,4} (also see footnotes at bottom of table)
Intermediate care facility	P	P	P	P	P	P	P	P	P	See Section 13.06.535. In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. ²
Juvenile community facility	P	P	P	P	P/CU	P	N	P/CU	CU	In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. ² See Section 13.06.530 for additional information about size limitations and permitting requirements.
Lodging house	P	P	P	P	P	P	P	P	CU	Prohibited at street level along frontage of designated core pedestrian streets in NCX and CCX Districts. ²
Master plan for any conditional use	CU	CU	CU	CU	CU	CU	CU	CU	CU	The purpose of this process is to allow an applicant to seek approval for a development program which occupies a large site with multiple-buildings, a complex program, and a detailed plan developed by the applicant which would be implemented in phases and which would extend beyond the normal expiration date, to be reviewed after a ten-year period for those portions of the plan which have not yet been developed.
Microbrewery/winery	N	N	N	P	N	P	N	N	N	Microbreweries shall be limited to 15,000 barrels per year of beer, ale, or other malt beverages, as determined by the filings of barrelage tax reports to the Washington State Liquor Control Board. Equivalent volume winery limits apply.
Microwinery, limited	P	P	P	P	N	P	N	N	N	Must include a retail component that occupies a minimum of 500 gross square feet of usable space, fronts the street at sidewalk level or has a well-marked and visible entrance at sidewalk level, and is open to the public a minimum of forty (40) hours per week. All production activities must be conducted within an enclosed building. Outside storage is allowed provided screening and/or buffer planting areas are provided in accordance with Section 13.06.502.D.
Mobile home/trailer court	N	N	N	N	N	N	N	N	N	
Nursery	P	P	P	N	N	P	N	N	N	
Office	P	P	P	P	P	P	P	N	N	Not subject to RCX residential requirement for properties fronting the west side of South Pine Street between South 40th Street and South 47th Street. ¹
<u>Parks, and recreation and open space</u>	P	P	P	P	P	P	P	P	P	Not subject to RCX residential requirement. ¹ <u>Subject to the requirements of TMC 13.06.560.</u>
Passenger terminal	P	P	P	P	N	P	N	N	N	
Personal services	P	P	P	P	P	P	P*	N	N	*Limited to 7,000 square feet of floor area, per development site, in the HMX District.

4. District use table.

Uses	M-1	M-2	PMI	Additional Regulations ¹
Intermediate care facility	P/N*	N	N	In M-1 districts, permitted only within residential or institutional buildings in existence on December 31, 2008, the effective date of adoption of this provision, or when located within a mixed-use building where a minimum of 1/3 of the building is devoted to industrial or commercial use. *Not permitted within the South Tacoma M/IC Overlay District. See Section 13.06.535.
Juvenile community facility	P/N*	P/N*	P	See Section 13.06.530 for resident limits and additional regulations. *Not permitted within the South Tacoma M/IC Overlay District.
Lodging house	P/N*	N	N	In M-1 districts, permitted only within residential or institutional buildings in existence on December 31, 2008, the effective date of adoption of this provision, or when located within a mixed-use building where a minimum of 1/3 of the building is devoted to industrial or commercial use. *Not permitted within the South Tacoma M/IC Overlay District.
Master plan for any conditional use	CU	CU	CU	The purpose of this process is to allow an applicant to seek approval for a development program which occupies a large site with multiple-buildings, a complex program, and a detailed plan developed by the applicant which would be implemented in phases and which would extend beyond the normal expiration date, to be reviewed after a ten-year period for those portions of the plan which have not yet been developed.
Microbrewery/winery	P	P	P	
Microwinery, limited	P	P	P	
Mobile home/trailer court	N	N	N	
Nursery	P	P	N	
Office	P*	P*	P	*Within the South Tacoma M/IC Overlay District, unless an accessory use, limited to 10,000 square feet of floor area per development site in the M-2 district and 15,000 square feet in the M-1 district.
Parks, and recreation and open space	P	P	P	<u>Subject to the requirements of TMC 13.06.560</u>
Passenger terminal	P	P	P	
Personal services	P	P	P	

Section 13.06.502.B Residential District Landscaping	R-1, R-2, R-2-SRD, HMR-SRD, R-3, R-4, R-4-L, R-5, R-1-PRD, R 2-PRD, R-3-PRD, R-4-PRD, R-4-L-PRD, R-5-PRD
Applicability	
<ul style="list-style-type: none"> • Unless specifically exempted, a landscaping plan shall be provided consistent with this table for all new development of structures and/or parking lots, as well as additions and substantial remodels, as outlined below. 	
Exemptions	
<ul style="list-style-type: none"> • Single-family detached, two-family, and three-family dwellings are exempt from all landscaping requirements contained in this table. • Remodel projects valued at less than 60 percent of the building value, as calculated in the Building Code, are exempt from all landscaping requirements contained in this table. • Building additions and buildings added to sites with existing structures are exempt from the landscaping requirements contained in this table, except for street tree requirements and Buffer Planting Areas. Street trees and Buffer Planting Areas are only required along property lines adjacent to the building addition. If the required Buffer Planting Area cannot be provided because of legally existing development, the maximum possible Buffer Planting Area shall be provided and this area shall be covered with a mixture of trees, shrubs, and groundcover plants. • Parking lots of 20 stalls or less, located behind buildings and accessed by alleys, are exempt from the perimeter strip, buffer and interior landscaping distribution requirements below. This exemption does not apply to the minimum landscaping area requirement; provided, the minimum area is fully planted with a mixture including the required quantity of trees, shrubs, and/or groundcovers. • <u>Parking lots of 20 stalls or less and loading areas are exempt from the interior landscaping distribution requirements to allow flexibility in placement of required landscaping.</u> • <u>For parks, recreation and open space uses, open space areas are exempt from all landscaping requirements contained in this table.</u> 	
Minimum Landscaping Area	
Overall site	<ul style="list-style-type: none"> • A minimum of 5 percent of the entire site minus the area covered by structures in R-4-L, R-4, and R-5 Districts, and conditional uses permitted in Section 13.06.640. • The percentage identified above is the minimum requirement for these districts. Requirements that follow may necessitate more landscaping than this minimum. • Parking lots of 20 stalls or less, located behind buildings and accessed by alleys, are only required to meet the minimum percent for overall site landscaping, outlined above. • These landscaped areas shall be covered with a mixture of trees, shrubs, and groundcover plants.
Site perimeter strip	<ul style="list-style-type: none"> • Perimeter strips may be broken for primary structures, vehicle and pedestrian access crossings, and to allow limited access to and use of utility services located in alleys. • A minimum 7-foot wide site perimeter strip shall be provided on sides without abutting street trees. The required perimeter strip shall be reduced to 5 feet for parcels of 150 feet or less in depth. • A minimum 5-foot wide site perimeter strip shall be provided on sides with abutting street trees. • The perimeter strip shall be covered with a mixture of trees, shrubs, and groundcover plants.

Section 13.06.502.C Commercial District Landscaping	T, C-1, C-2, HM, PDB
Applicability	
<ul style="list-style-type: none"> • Unless specifically exempted, a landscaping plan shall be provided consistent with this table for all new development of structures and/or parking lots, as well as additions and substantial remodels, as outlined below. 	
Exemptions	
<ul style="list-style-type: none"> • Single-family, two-family, and three-family dwellings are exempt from all landscaping requirements contained in this table. • New buildings that are less than 250 square feet of floor area are exempt from all landscaping requirements contained in this table. However, such new buildings shall not be constructed within required Buffer Planting Areas. • Building remodels are exempt from all landscaping requirements contained in this table. • Building additions and buildings added to sites with existing structures are exempt from the landscaping requirements contained in this table, except for street tree requirements and Buffer Planting Areas. Street trees and Buffer Planting Areas are only required along property lines adjacent to the building addition. If the required Buffer Planting Area cannot be provided because of legally existing development, the maximum possible Buffer Planting Area shall be provided and this area shall be covered with a mixture of trees, shrubs, and groundcover plants. • Parking lots of 20 stalls or less, loading areas, and fueling stations are exempt from the Interior Landscaping Distribution requirements contained in the Planting Requirements section of this table, to allow flexibility in placement of required landscaping. • Parking lots of 20 stalls or less, located behind buildings and accessed by alleys, are exempt from the Perimeter Strip, Buffer and Interior Landscaping Distribution requirements below. • <u>C, T, HM, or PDB property across an arterial street or highway from R-District property is not required to provide a Buffer Planting Area along the affected property line abutting the arterial street or highway.</u> • <u>Parks, recreation and open space uses are exempt from the Buffer requirements below; and, open space areas of such uses are exempt from all landscaping requirements contained in this table.</u> 	
Minimum Landscaping Area (unless exempted above)	
Overall site	<ul style="list-style-type: none"> • A minimum of 10 percent of the entire site minus the area covered by structures in T, C-1, C-2, HM, and PDB Districts. • Parking lots of 20 stalls or less, located behind buildings and accessed by alleys, are only required to meet the minimum percent for overall site landscaping, outlined above. • Landscaped areas shall be covered with a mixture of trees, shrubs, and groundcover plants.
Site perimeter strip	<ul style="list-style-type: none"> • Perimeter strips may be broken for primary structures, vehicle and pedestrian access crossings, and to allow limited access to and use of utility services located in alleys. • A minimum 7-foot wide site perimeter strip shall be provided on sides without abutting street trees. The required perimeter strip shall be reduced to 5 feet for parcels of 150 feet or less in depth. • A minimum 5-foot wide site perimeter strip shall be provided on sides with abutting street trees. • The perimeter strip shall be covered with a mixture of trees, shrubs, and groundcover plants.

Section 13.06.502.D X-District Landscaping	RCX, NCX, CCX, UCX, UCX-TD, CIX, URX, HMX, NRX
Applicability	
<ul style="list-style-type: none"> • Unless specifically exempted, a landscaping plan shall be provided consistent with this table for all new development of structures and/or parking lots, as well as additions and substantial remodels, as outlined below. 	
Exemptions	
<ul style="list-style-type: none"> • Single-family detached dwellings are exempt from all landscaping requirements contained in this table. • Buildings that are less than 250 square feet of floor area are exempt from all landscaping requirements contained in this table. However, such new buildings shall not be constructed within required Buffer Planting Areas. • Parking lots of 15 stalls or less, loading areas, and fueling stations are exempt from the Interior Landscaping Distribution requirements contained in the Planting Requirements section of this table, to allow flexibility in placement of required landscaping. • Parking lots of 15 stalls or less, located behind buildings and accessed by alleys, are exempt from the Perimeter Strip, Buffer and Interior Landscaping Distribution requirements below. • <u>Property across an arterial street or highway from R-District property is not required to provide a Buffer Planting Area along the affected property line abutting the arterial street or highway.</u> • <u>Parks, recreation and open space uses are exempt from the Buffer Planting Area and the Front Yard requirements, below; and, open space areas of such uses are exempt from all landscaping requirements contained in this table.</u> 	
Additions/Remodels.	
<p>Three thresholds are used to gauge the extent of landscaping standard compliance on additions/remodels:</p>	
<ul style="list-style-type: none"> • Level I remodels/additions include all remodels and/or additions within a two year period with value of less than 60% of the existing building value, as determined by the Building Code. The requirement for such remodels is only that the proposed improvements meet the standards and do not lead to further nonconformance with the standards. For example, for an expanded parking area, landscaping would be required for the new parking area, but the applicant would not be required to bring an existing parking lot into conformance with these landscaping standards. • Level II remodels/additions include all remodels and/or additions within a two year period whose value ranges from 60% to 200% of the value of the existing structure, as determined by the Building Code. All standards that do not involve repositioning the building or reconfiguring site development shall apply to Level II. • Level III remodels/additions include all remodels and/or additions within a two year period whose value exceeds 200% of the value of the existing structure, as determined by the Building Code. Such remodels shall conform to ALL standards. 	
<p>The standards do not apply to remodels that do not change the exterior appearance of the building. However, if a project involves both exterior and interior improvements, then the project valuation shall include both exterior and interior improvements.</p>	
Minimum Landscaping Area (unless exempted above)	
Overall site	<ul style="list-style-type: none"> • A minimum of 15 percent of the entire site for single-purpose residential developments. • Exceptions and departures to landscaped area requirement. <ul style="list-style-type: none"> i. Requirements for developments with structured parking are relaxed based on the percentage of structured parking to the total number of on-site parking spaces. For example, if all parking is structured, there is no landscaping requirement. If 50 percent of the parking is structured, then the amount of required landscaping is reduced by 50 percent (to 7.5 percent). ii. Green roofs and roof gardens may be used to meet up to one-third of the landscaped area requirements. iii. Planting strips within street rights-of-way shall not be included in required landscaped areas. • Landscaped areas shall be covered with a mixture of trees, shrubs, and groundcover plants.

Section 13.06.502.E Port Maritime and Industrial District Landscaping	M-1, M-2, PMI
Applicability	
<ul style="list-style-type: none"> • Unless specifically exempted, a landscaping plan shall be provided consistent with this table for all new development of parking areas over 20,000 square feet of gross lot area, for perimeter strips adjacent to arterial street frontages, for street trees, and for buffer plantings abutting R-District property. • Required landscaping and perimeter strips may be substituted with central landscaping, except where necessary to screen an outdoor storage or industrial use from an R-District property. Central landscaping is in equal proportion to that which would have been required and that which can be provided with variations in spacing and/or grouped to accommodate driveways, building entrances, etc. Required landscaping and perimeter strips are those not otherwise exempted by the provisions in this section. 	
Exemptions	
<ul style="list-style-type: none"> • Building remodels are exempt from all landscaping requirements contained in this table. • Building additions and buildings added to sites with existing structures are exempt from the landscaping requirements contained in this table, except for street tree requirements and Buffer Planting Areas. Street trees and Buffer Planting Areas are only required along property lines adjacent to the building addition. If the required Buffer Planting Area cannot be provided because of legally existing development, the maximum possible Buffer Planting Area shall be provided and this area shall be covered with a mixture of trees, shrubs, and groundcover plants. • Required landscaping and perimeter strips may be exempted if demonstrated that such requirement would interfere with adjacent or intersecting railroads, including private spur railroads, existing storm water ditches, or national security requirements, or if demonstrated that there is a 20-foot vertical grade difference between the properties that offers comparable protection. • When there is a 20-foot vertical grade difference between M or PMI District property that is abutting R-District property, no buffer is required along the affected property line if such grade difference is demonstrated to provide comparable protection. • <u>When there is a 20-foot vertical grade difference between M or PMI District property that is located across the street or alley from R-District property or adjacent to R-District property within a mixed-use district center, no buffer is required along the affected property line if such grade difference is demonstrated to provide comparable protection.</u> • <u>Parks, recreation and open space uses are exempt from the Buffer Planting Area and the Front Yard requirements, below; and, open space areas of such uses are exempt from all landscaping requirements contained in this table.</u> 	

13.06.511 Transit support facilities.

A. Purpose. It is found and declared that new development and redevelopment in the City of Tacoma creates a need for transit support facilities, namely benches and shelters, and that such development should provide for such facilities based on existing or potential transit ridership and Pierce Transit standards. Such seating and weather protection, where warranted, are needed for those who depend on transit for daily transportation; these facilities also help encourage use of the transit system, which is consistent with the Comprehensive Plan.

B. Applicability. These provisions apply Citywide to all new development, remodels exceeding 60 percent of building value as determined by the Building Code, and additions to existing buildings over 5,000 square feet of floor area or 75 percent of floor area on streets where regularly scheduled transit service is provided.

C. Projects required to provide transit support facilities. Any single-family or multiple-family residential, ~~or commercial, or industrial, project or park or recreation project~~ that will be located on, or within 500 feet of, a street where regularly scheduled transit service is provided, and meets the project size thresholds in Table 13.06.511.D.1 below, shall be

required to provide a concrete pad(s) for the required transit support facilities and pay to Pierce Transit the costs of providing and installing such facilities, unless mutually agreeable alternative arrangements for providing support facilities that conform to Pierce Transit’s standards are agreed to between the project applicant and Pierce Transit. In addition, for parks, recreation and open space uses required to obtain a Conditional Use Permit, the Land Use Administrator shall determine the appropriate transit support facilities based on the anticipated trip generation and the methodology outlined below. For projects subject to the transit support facilities standard, evidence of compliance with this requirement shall be provided to Building and Land Use Services prior to issuance of a certificate of occupancy.

D. Facility standards. Two benches and foundation pads are to be provided at a bus stop within 500 feet of the proposed project where at least five transit riders are expected to board buses on an average weekday. Two foundation pads and shelters are to be provided at a bus stop within 500 feet of the proposed project where at least ten transit riders are expected to board buses on an average weekday. Where there are multiple transit stops within 500 feet of the project site, Pierce Transit shall be consulted as to the need for an appropriate location for the transit support facilities.

TABLE 13.06.511.D.1	2 Benches and Foundation Pads (for future transit provided shelters)	2 Foundation Pads and Shelters
Office	16,000–32,000 square feet of floor area	Over 32,000 square feet
Retail and service	5,000–10,000 square feet of floor area	Over 10,000 square feet
Shopping center	4,000–8,000 square feet of floor area	Over 8,000 square feet
Convenience market	2,000-4,000 square feet of floor area	Over 4,000 square feet
Fast-food restaurant	1,000-2,000 square feet of floor area	Over 2,000 square feet
Manufacturing	45,000–90,000 square feet of floor area	Over 90,000 square feet
Single-Family Housing	60–120 dwelling units	More than 120 dwelling units
Duplexes, Triplexes and Multi-family Housing	30–60 dwelling units	More than 60 dwelling units
<u>Park and recreation</u>	<u>Required facilities determined through Conditional Use Permit process.</u>	

Note: These project thresholds are generally based on trip generation rates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 6th Edition, and Pierce Transit data showing 3% of weekday vehicular trips are on transit.

E. Exemptions. Where the required transit support facility(ies) (a bench or shelter) already exist(s) at the nearest bus stop pair (the closest stops on both sides

of the street), projects shall be exempt from these requirements.

13.06.512 Pedestrian and bicycle support standards.

A. General Applicability.	
1. Application.	The pedestrian and bicycle support standards apply to all new development, unless specifically exempted herein.
2. Standards.	Each item of this section shall be addressed individually. Exceptions and exemptions noted for specific development situations apply only to the item noted.
3. Additions.	Additions up to 5,000 square feet of floor area or 75 percent of floor area, whichever is less, shall be exempt from these standards. Larger additions shall meet the requirements of this table at a ratio of at least 1 to 5 (such that a 1 percent increase in floor area will necessitate provision of 5 percent of the requirements of this table for the site; a 2 percent increase in floor area will necessitate provision of 10 percent of the requirements; and so forth, up to where a 20 percent or larger increase in floor area will necessitate provision of 100 percent of the requirements).
4. Super regional malls.	Additions to super regional malls which add less than 10,000 square feet of floor area shall be exempt from these standards. Larger additions shall meet the requirements of this table at a ratio of at least 1 to 3 for the entire mall site (in the same manner described above, under subsection 3), except that additions of an anchor tenant or 140,000 or more square ft. shall require full provision of these requirements for the entire mall site.
5. Temporary.	Temporary structures are exempt from the standards of this section.
6. Remodel.	Remodel projects valued below 60 percent of the building value, as determined by the Building Code are exempt from the standards of this section.
7. Residential or Mixed-Use.	Residential structures of 4 dwelling units or fewer only need to comply with the standards of subsection B, below. Mixed-use structures shall comply with all of the standards.
<u>8. Parks, recreation and open space uses shall meet the standards of this table, except as specifically exempted below.</u>	
89.	Historic. In any conflict between these standards and those applied by the Tacoma Landmarks Preservation Commission, the standards of the commission shall prevail.
910.	Fractions. Any requirement resulting in a fraction when applied shall be rounded up or down to the nearest whole number.
B. Walkways (Illustrated). To support transportation choices, including walking, the following standards shall be met to assist pedestrian safety, comfort, and mobility, including access to uses from public ways and access from parking areas.	
1. Direct.	A direct walkway shall be provided between all customer and/or public entrances and the nearest public sidewalk. For residential dwellings, the required walkway shall be provided between the front entrance and the nearest public sidewalk, or where no sidewalk exists, the nearest public street right-of-way.
2. Multiple use sites.	Shopping centers and sites with multiple uses shall provide a walkway network along building facades and through the parking lot that provides pedestrian circulation within the development and that links all customer and/or public building entrances to the public sidewalk. For walkways that are longer than 25 feet, trees shall be provided adjacent to the walkways at a ratio of 3 per 100 feet and pedestrian-scaled lighting at a ratio of 2 per 100 feet. For example, a 50-foot long walkway would require 2 trees and 1 pedestrian-scaled light while a 90-foot long walkway would require 3 trees and 2 pedestrian-scaled lights. Trees shall be planted a minimum of 10 feet from pedestrian light standards or parking lot light standards.
3. Minimum connection frequency.	Additional walkways are required when needed to provide at least one connection to the public sidewalk for each 150 feet of street frontage or every three parking aisles, whichever is less. Walkways shall be located to provide the shortest practical route from the public sidewalk or walkway network to customer and/or public building entrances. This standard does not apply to residential uses containing 4 or fewer dwelling units.
<u>Parks and recreation uses (excluding open space), or portions thereof, which are undeveloped with buildings, shall provide a minimum of one walkway, and an additional walkway for each additional improved street frontage greater than 500 feet in length (unless topography, critical areas or public safety issues preclude reasonable provision of such additional accesses).</u>	

4. Size and materials. All walkways must either be a raised sidewalk or composed of materials different from parking lot and vehicle access areas. Required walkways must be at least 5 feet wide, excluding vehicular overhang, except for walkways accessing individual residential dwelling units, where the minimum width shall be 4 feet. When more than one walkway is required, at least one walkway must be 10 feet wide.
5. Transit access. A direct walkway shall be provided between the principal customer and/or public building entry and any bus stop adjacent to the site. This may be the same as the walkways above. A separate walkway is required if the bus stop is not within 100 feet of a walkway connection to the sidewalk. This standard does not apply to residential structures of 4 dwelling units or fewer.
C. Street Furniture. To support transportation choices, including walking, the following standards shall be met to assist pedestrian safety, comfort, and mobility, including resting places at reasonable intervals.
1. Minimum. A minimum of one fixed bench or equivalent seating area for every 250 feet of street frontage. This requirement determines quantity and not distribution, not required if site has less than 250 feet of street frontage. Projects in the PMI District are exempt from this requirement. <u>Parks, recreation and open space uses are only required to provide street furniture adjacent to buildings.</u>
2. Minimum on designated pedestrian streets in Mixed-Use Center Districts. A minimum of one fixed bench or equivalent seating area for every 150 feet of street frontage. This requirement determines quantity and not distribution, not required if site has less than 150 feet of street frontage. <u>Parks, recreation and open space uses are only required to provide street furniture adjacent to buildings.</u>
3. Design. Furniture shall be consistent with any applicable adopted business area improvement plans and shall utilize designs that discourage long-term loitering or sleeping, such as dividers or individual seating furniture.
4. Credit. Any adjacent public street furniture can be counted toward this requirement.
D. Bicycle Parking. To support transportation choices, including biking, the following standards shall be met for more visible and secure locations for bicycle parking.
1. Quantity in T, C-1, C-2, HM, and PDB. Minimum 3 percent of the requirement for automobile parking spaces for the first 300 car stalls and 1 percent of car stalls in excess of 300. A minimum of 2 bike spaces is required, except sites requiring 5 or fewer car stalls are exempt from bike parking. Adjacent public bike racks can be counted toward this requirement.
2. Quantity in Mixed-Use Center Districts. Five percent of the requirement for automobile parking spaces for the first 300 automobile stalls and 1.5 percent of automobile stalls in excess of 300, but no less than 2 bicycle stalls. Sites requiring 5 or fewer automobile stalls are exempt from this requirement, except for sites exempted from parking requirements due to their location along core pedestrian streets in neighborhood mixed-use centers (see Section 13.06.510.A.1 Table 2), where the number of required bicycle parking stalls shall be based on the amount of parking that would've been required for the project if it were not exempted. Adjacent public bike racks can be counted toward this requirement. Any form of vehicle storage, including auto dealers, counts only customer and employee parking to determine bike parking requirement.
<u>3. For park and recreation uses where no vehicular parking is required, a minimum of two bike spaces for every 500 feet of street frontage is required in all residential, commercial or industrial zones; in Mixed-Use Center zones a minimum of two bike spaces for 250 feet of street frontage is required. The amount shall be no less than two bike spaces.</u>
<u>34. Location. Bicycle parking shall be located within 50 feet of the primary building entrance for individual sites. Bicycle parking may be grouped near an owner designated primary entrance in shopping centers. Bicycle parking may be shared at a common location on the same block and same side of the street; provided, the quantity meets the total requirement and is no more than 100 feet from any site served. Bicycle parking shall not block pedestrian use of a walkway.</u>

13.06.520 Signs.

B. Exempt signs. The following signs shall be exempt from all requirements of this section and shall not require permits; however, this subsection is not to be construed as relieving the user of such signage from responsibility for its erection and maintenance, pursuant to Title 2 or any other law or ordinance relating to the same.

18. Temporary public event signs not exceeding 12 square feet, and temporary event banners, placed on publicly owned land or adjacent public right-of-way. Signs or banners shall be securely attached to the ground or a structure and must be removed after the event.

...

K. Temporary signs. Special regulations governing temporary signs are as follows:

1. The duration of display of a temporary sign shall not exceed six months in any 12-month period, unless otherwise noted.
2. No flashing temporary signs of any type shall be permitted.
3. All temporary signs must be ~~located on private property~~authorized by the public or private property owner.
4. All temporary signs shall be securely fastened and positioned in place so as not to constitute a hazard to pedestrians or motorists.
5. No temporary sign shall project over or into a public right-of-way or property except properly authorized banners over streets (see Title 9).
6. All temporary signs shall meet vehicular sight distance requirements established by the Traffic Engineer.
7. The regulations governing the size, number, and type of temporary signs are located in Section 13.06.522.

13.06.522 District sign regulations.

A. R-1 Sign regulations. One non-illuminated sign, not exceeding 12 square feet in area shall be allowed pertaining to the lease, rental, or sale of a building or premises on which it is located. One non-illuminated nameplate, not exceeding one and one-half square feet in area, placed flat against the building, shall be allowed for each adult family home, staffed residential home, group home, residential care facility, and family day care home. One ground sign shall be allowed, with a maximum area of 30 square feet identifying a subdivision. A subdivision identification sign shall be approved by the Land Use Administrator. A 32-square-foot temporary sign advertising a subdivision during construction shall be

allowed adjacent to each street abutting the site, in conformance with Chapter 13.04.

Parks, recreation and open space sites that are under one acre in size or which have less than 100 feet of street frontage are allowed the following:

- One ground sign with a maximum area of 40 feet;
- Interpretive or directional signs not more than seven feet in height and 20 feet in sign area.

Parks, recreation and open space sites over one acre in area that have a minimum of 100 feet of street frontage shall be allowed the following:

- One freestanding sign, not exceeding 40 square feet in area per face and not greater than 15 feet in height;
- One building face sign, of the same maximum dimension. Building face signs shall not extend above or beyond the edge of any wall or other surface to which they are attached, nor shall they extend more than 12 inches beyond the surface to which they are attached.
- One additional ground sign with a maximum area of 40 square feet shall be allowed for every additional 500 feet of street frontage beyond the first 500 (rounded up or down to the nearest whole number).
- Interpretive or directional signs, not to exceed seven feet in height and 30 square feet in sign area.

...

I. Sign regulations for conditional uses in residential districts and specified uses in all districts.

1. Application. The following regulations apply to conditional uses as designated. These regulations also apply to the uses noted as permitted uses in any district when the provisions below provide the greater sign allowance, in whole or in part.
2. For conditional uses in residential districts limited to public and private schools, ~~public park facilities,~~ and churches on sites that are over one acre in area and have a minimum of 100 feet of street frontage, one freestanding sign, not exceeding 40 square feet in area per face and not greater than 15 feet in height, and one building face sign, of the same maximum dimension, shall be allowed for each conditional use. Building face signs shall not extend above or beyond the edge of any wall or other surface to which they are attached, nor shall they extend more than 12 inches beyond the surface to which they are attached.

13.06.560 Parks, Recreation and Open Space

A. Purpose: This section describes the review process for parks, recreation and open space uses in residential zones, and provides development standards applicable to those uses in all zones. Parks, recreation and open space uses are permitted outright in non-residential zones, as specified in the pertinent sections of the Zoning Code.

B. Scope and Applicability:

The provisions of this section apply to all parks, recreation and open space uses in residential zones.

C. Review Process in Residential Zoning Districts

The following definitions of Conditional park and recreational features are intentionally descriptive, rather than proscriptive. The intent is to provide clarity, while retaining adequate flexibility to accommodate future trends in park and recreational activities.

1. Parks, recreation and open space uses are permitted outright in residential zones. The following park and recreation features and facilities require a Conditional Use Permit in residential zones, unless exempt per TMC 13.06.560 C(2):

a. Destination facilities: Zoos, stadiums, community centers, recreation centers, indoor or outdoor swimming pools, indoor recreational facilities, and similar large-scale buildings or facilities providing a site or forum for sports, events, major gatherings, exhibitions or similar activities. Destination facilities are likely to attract a substantial proportion of users from beyond the immediate neighborhood.

b. High-intensity recreation facilities: Outdoor sports fields, athletic facilities, specialized recreation facilities (e.g., spray parks, dog parks, skateboard parks), and other facilities accommodating high-intensity outdoor recreational activities. High-intensity recreation facilities are likely to attract a substantial proportion of users from beyond the immediate neighborhood. In some cases, high-intensity recreation facilities are defined by the presence of multiple sports fields, courts or other features which, when taken together, are likely to become attractions beyond the immediate neighborhood.

The following features, or combinations of features, constitute high-intensity outdoor recreation facilities. These thresholds could be exceeded either through a single development action, or cumulatively (for example, a second sports field added to a site already developed with one, would constitute a high-intensity recreational facility).

(1.) Two or more baseball, softball, football, soccer, rugby or similar sports fields improved with permanent sports and/or spectator features;

(2.) Two or more basketball courts or four or more half basketball courts;

(3.) Four or more tennis, handball or similar sports courts;

(4.) Specialized high-intensity recreation facilities with a site footprint greater than 1,500 square feet;

(5.) Other high-intensity recreation facilities which generate similar impacts on adjacent residential areas.

Small-scale neighborhood-serving recreation facilities, play structures or equipment, picnic tables and shelters, street furniture, pervious fields without permanent sports, recreation or spectator facilities, and small-scale sports or recreation features dispersed within a substantially larger site, do not constitute high-intensity recreation facilities.

c. High-intensity lighting: Flood lighting associated with, and bright enough to enable, organized team and/or spectator-oriented night-time sports, recreational or other outdoor events.

Parking lot lighting, pedestrian-scale lighting and security lighting do not constitute high-intensity lighting per this definition.

d. Parking: Off-street parking lots with more than 20 spaces associated with a park, recreation or open space use.

2. Distance-based Conditional Use Permit exemption. This provision modifies the review process for certain park and recreation features and facilities which would otherwise be conditional, when they are located far enough away that impacts to residential neighborhoods would be limited. Most potential impacts decrease with distance. However, substantial traffic, noise and light generation can cause impacts over longer distances.

a. Except for destination facilities and high-intensity lighting, park and recreation uses and facilities listed as conditional features in 13.06.560 C(1) are exempt from the Conditional Use Permit requirement if located more than 1,000 feet from any other residentially zoned property.

3. Pre-existing parks, recreation, open space and school uses which were not required to obtain a Conditional Use Permit at the time they were developed, but which have subsequently become Conditional Uses, shall be viewed for zoning purposes in the same manner as if they had an approved Conditional Use Permit authorizing the extent of development as of August 1, 2011. If

proposed modifications or expansions to such uses exceed the Major Modification thresholds of TMC Chapter 13.05.080, a Conditional Use Permit will be required for the new development activity proposed.

4. Development standards

a. Applicability: The standards contained in this section are specific to parks, recreation and open space uses, though multiple other sections of the Zoning Code are also applicable to those uses.

The following standards apply to both permitted and conditional parks, recreation and open space uses, whether or not a permit or authorization is required. Additional requirements may be imposed through the Conditional Use Permit process, when required per TMC 13.06.560 C.

b. Standards

(1) Identification signage. Every park or recreation use (excluding open space uses) must be furnished with at least one sign, legible from an abutting public right-of-way, indicating the name of the site, the parties responsible for its management, and sufficient information for members of the public to contact those parties. The City of Tacoma and Metro Parks Tacoma's name constitutes adequate contact information. The required identification sign shall meet the requirements of TMC 13.06.520 and does not constitute an additional sign allowance.

(2) Ancillary sales and service features. Within residential zoning districts, commercial activities clearly ancillary to the recreational function may be located within park, recreation or open space sites provided the following:

(a) Only food sales, park or recreation-oriented concessions, or rental of recreational equipment are permitted;

(b) The feature must be a minimum of 100 feet from adjacent residentially zoned properties;

(c) Hours of operation are limited to the hours the park is open to the public;

(d) The footprint may not exceed 500 square feet;

(e) No signage visible from public rights-of-way is permitted;

More substantial sales and service features may be considered through the Conditional Use Permit process, as part of a destination facility or high-intensity recreation facility as defined in TMC 13.06.560 C.

Refer to Chapter 8.27 Parks Code, and to Sections 13.06.500 and 13.06.600 for the following requirements pertinent to parks, recreation and open space uses:

TMC 501 Building Design Standards

TMC 13.06.502 Landscaping and/or buffering standards.

TMC 13.06.510 Off-street parking and storage areas.

TMC 13.06.511 Transit Supportive Facilities.

TMC 13.06.512 Pedestrian and bicycle support standards.

TMC 13.06.520 Signs.

TMC 13.06.602 General restrictions.

...

13.06.602 General restrictions.

A. This section contains general provisions for use, height, area, setbacks and yards. The following provisions apply to all zoning districts, except as hereinafter provided, and except where modified by the provisions of Chapter 13.06A relating to Downtown Districts, Chapter 13.10 relating to Shoreline Management, and other sections of the TMC:

...

g. Side yard setbacks for schools, religious assemblies, and institutions. Public schools, public libraries, religious assemblies, colleges, universities, fraternities, sororities, private clubs, lodges, hospitals, sanitariums, educational institutions, philanthropic institutions, and other institutions, hereafter built in an R-1, R-2, R-3, HMR-SRD, or R-4-L District, shall provide side yard setbacks of not less than 20 feet (see TMC 13.06.602 A(4)p. below, for parks, recreation and open space setbacks).

h. Side yard setbacks, institutions in Multiple-Family Dwelling Districts. Side yard setbacks for public schools, public libraries, religious assemblies, colleges, universities, fraternities, sororities, private clubs, lodges, hospitals, sanitariums, educational institutions, philanthropic institutions, and other institutions, hereafter built in an R-4 Multiple-Family Dwelling District, shall be not less than 25 feet in width and, in an R-5 Multiple-Family Dwelling District, not less than 30 feet in width (see TMC 13.06.602 A(4)p. below, for parks, recreation and open space setbacks).

...

p. The following setbacks apply to parks, recreation and open space uses:

Designated areas for active play, play structures, picnic tables and areas, and structured gathering or seating areas shall provide a minimum 10 foot setback from abutting residentially zoned properties;

Buildings and structures shall meet the setbacks for the zoning district, and shall provide a minimum 20 foot side yard setback in residential zoning districts;

Garbage and recycling collection areas shall provide a minimum 20 foot setback from abutting properties. Trash receptacles for pedestrian use are exempt.

Outdoor sports courts, sports fields, swimming pools, or other sports facilities, and any lighted outdoor recreation facilities, shall provide a minimum 50 foot setback from abutting residentially zoned properties

and a minimum 25 foot setback from abutting properties in all other zones.

13.06.700 Definitions and illustrations.

For the purposes of this chapter, certain words and terms are defined as follows: words used in the present tense include the future, words in the singular number include the plural, and words in the plural number include the singular; the word “building” includes the word “structure”; the word “shall” is mandatory and not directory. For words that are not defined in this chapter, or that do not incorporate a definition by reference, refer to a Webster’s Dictionary published within the last ten years.

13.06.700.A

...

Commercial recreation and entertainment. Private provision of participant or spectator recreation or entertainment. This classification includes uses such as privately operated sports stadiums and arenas, amusement parks, bingo parlors, bowling alleys, billiard parlors, poolrooms, dance halls, ice/roller skating rinks, miniature golf courses, golf driving ranges, archery ranges, scale-model courses, shooting galleries, tennis/racquetball courts, croquet courts, swim clubs, health/fitness clubs, and pinball arcades or electronic gaming centers having more than five coin-operated game machines. This use does not include public or quasi-public parks, recreation or open space, theaters or golf courses.

...

Open space. Land undeveloped with structures which may be managed or utilized for a variety of purposes. The term open space is employed differently in different code sections, generally either to refer to public or quasi-public land maintained for its natural features (see Parks, recreation and open space definition), or to an area within subdivisions or developments which provides a separation between structures, a buffer between different uses, recreation opportunities or similar functions.

...

Parks, ~~and~~ recreation and open space. Metropolitan Park District, City of Tacoma, or other public/quasi-public parks, playgrounds, community gardens, and active-use open spaces, including commonly associated uses and features such as recreation facilities and community centers located within such sites; and, undeveloped, passive use public or quasi-public open space lands maintained primarily in a natural state for their conservation, aesthetic and other open space benefits. Open space may be enhanced with low-impact public access features such as trails and viewpoints, on-site parking, small buildings such as storage structures, bathrooms or picnic shelters, or interpretive signage and other limited improvements, and may serve additional public purposes. See TMC 13.06.560.



City of Tacoma
Community and Economic Development Department

Agenda Item
GB-4

TO: Planning Commission

FROM: Donna Stenger, Manager, Long-Range Planning Division

SUBJECT: Annual Amendment Application No. 2011-02 - Historic Preservation Plan and Code Revisions

DATE: January 12, 2011

At the meeting on January 19, the Planning Commission will continue to discuss the proposed Historic Preservation Plan and associated code revisions. The proposed Historic Preservation Plan document will replace the "Historic Preservation" component of the existing Culture and History Element of the Comprehensive Plan, which was adopted in 2006.

Attached is a brief summary of the proposed revisions to the preliminary draft Historic Preservation Plan presented to the Landmarks Preservation and Planning Commissions on September 15, 2010. Also included are the excerpts from the draft Plan showing the substantive revisions and additions. Staff is seeking concurrence from the Commission on these changes.

In addition to the draft Plan, the amendment application also includes proposed revisions to the Land Use Regulatory Code pertaining to landmarks and historic special review districts and permitting procedures. Some of the proposed changes are needed to achieve consistency with the policy guidance in the draft Preservation Plan, while other changes will add clarity or achieve consistency with other related sections of the Municipal Code. One proposed change would move the permitting and review procedures related to the review of the Landmarks Preservation Commission and the Historic Preservation Officer to Chapter 13.05 – Land Use Permit Procedures. This change reflects the reorganization of the City's planning and permitting functions that occurred last year as well as providing for better integration of the landmarks review process with other development reviews.

The attached summary includes an overview of the proposed code changes, and a copy of the preliminary draft of the code revisions is also provided.

If you have any questions, please contact Reuben McKnight at 591-5220 or reuben.mcknight@cityoftacoma.org.

DS:rm

Attachments

c: Peter Huffman, Assistant Director



2011 Annual Amendment Application No. 2011-02

Historic Preservation Plan Element and Landmarks Preservation Code Revisions

DISCUSSION DOCUMENT

Background

In its 2009-10 Biennial Budget, the Tacoma City Council provided funding for a comprehensive update to the City's Culture and History Comprehensive Plan Element. This element contains policies and goals relating to the City's Historic Preservation Program.

This project includes: policy analysis and recommendations for amendments to the Comprehensive Plan; review of related provisions in the Land Use Regulatory Code for compatibility with Plan amendments and with historic preservation best practices; an implementation strategy; and a comprehensive update to the City's historic buildings inventory.

The most recent discussions with the Commission regarding this project include:

July 21, 2010	Project introduction and assessment report
Sept. 15, 2010	Presentation of the draft Historic Preservation Plan document at a joint meeting with Landmarks Commission
Nov. 17, 2010	Overview of Code Amendments and Public Comment on the draft Preservation Plan
Dec. 15, 2010	Discussion of conservation district zoning and demolition prevention policy

Draft Historic Preservation Plan

The preliminary draft Plan was presented at a joint meeting of the Landmarks Preservation and Planning Commissions on September 15, 2010. The Planning Commission subsequently discussed proposed revisions to this document in November and December as noted above. Staff and the City's consultants have continued to review and refine the draft document over the past few months incorporating comments from other reviewers and stakeholders. The preliminary draft also had several sections which were under development in September but have now been completed. Below is a description of the proposed revisions followed by excerpts from the Plan where significant changes are being proposed.

Summary of major plan revisions:

1. Revisions to appearance and layout have been made throughout the document, including image dimensions, brightness/contrast, and the addition of new images.
2. Updates to captions and explanatory sidebars throughout document.
3. Updated the Historic Preservation and Sustainability section starting on page IN-5, including new images (see attached).
4. Revised text on page 2-25 to better differentiate base zone districts and overlay districts as well as introduce the concept of design overlay districts (see attached).

5. Moved context status table from previous page 2-7 to page 3-22 and added explanatory caption (see attached)
6. Restructured policies and actions under “Goal: Historic resources are protected from demolition” starting on page 3-27; added “Demolition Consideration Period” sidebar on page 3-28 (see attached)
7. Series of amendments to “Goal: Clear and complete ordinances guide the preservation program,” starting on page 3-33, including additional language about zoning, context sensitive zoning and a table outlining the relationship between zoning, conservation districts and historic districts. (See attached)
8. Series of amendments to “Goal: Resource designation categories help indicate priorities for conservation of resources,” starting on page 3-39, including language on conservation district creation and purpose (see attached).
9. Removed implementation table from Chapter 3. This table may work best as a separate Excel file to avoid becoming out of date within the plan.

Landmarks Preservation Code

Below is a summary of the proposed code changes within Title 13. Many of the proposed changes are technical amendments and code clean-up. A draft document is included for the TMC 13.06, 13.06A, and 13.07 changes.

Below is a summary of the proposed code changes that are included in this packet.

TMC 13.05 Land Use Permit Procedures

Update and improve Certificate of Approval procedures (design review), including:

- Move design review application and submittal process into TMC 13.05 (currently in TMC 13.07).
- Move submittal requirements and other procedural considerations out of Chapter 13.07 and into a separate Rules of Procedure document

This is part of a broader effort to streamline the City’s permit process into the Permit Intake Center, to increase efficiency and customer service, while more closely coordinating staff activities and removing administrative redundancy.

Applications, permitting timelines, project review process, including demolition review, and appeals language will be located in TMC13.05.

Nomination and designation of historic landmarks, criteria for designation, criteria for demolition and economic hardship, and historic district language will remain in TMC 13.07.

Design guidelines and application submittal requirements, currently occupying several pages of code, are proposed to become administrative documents.

TMC 13.06 Zoning

- | | |
|---|--|
| <ul style="list-style-type: none"> • Revise zoning code to provide additional incentives for preservation, including removal of parking requirements for historic buildings. | <p>Exempt designated historic buildings from parking requirements to facilitate their adaptive reuse</p> |
|---|--|

TMC 13.06A Downtown

- | | |
|---|--|
| <ul style="list-style-type: none"> • Revise downtown code to provide additional incentives for preservation, including removal of parking requirements for historic buildings. | <p>Exempt designated historic buildings from parking requirements to facilitate their adaptive reuse</p> |
|---|--|

TMC 13.07 Landmarks and Historic Districts

Clean-up the definitions section of the Code, including:

- | | |
|--|---|
| <ul style="list-style-type: none"> • Do not include standards within definitions • Consolidate all definitions into one location | <p>Part of an overall technical clean-up of the ordinance to reflect best practice and improve ease of use (See Action HP-24A).</p> |
|--|---|

Update and Clarify Designation Criteria for the Tacoma Register of Historic Places, including:

- | | |
|--|--|
| <ul style="list-style-type: none"> • Update criteria for designating individual landmarks • For potential historic districts, include consideration of historic significance, intent/purpose of designation, consideration of other community planning objectives, and alternative tools to achieve conservation goals for the proposed district • Clarify the role and level of protection for conservation districts, including procedures for establishing new conservation districts and their intent | <p>These changes would set clear priorities for nomination and designation, and allow for efficient use of City resources and staff time. (See Actions HP-27B, HP-28A and pages 3-39 and 3-40 of the draft Plan)</p> |
|--|--|

Update Criteria for Approval of a Certificate of Appropriateness (COA)/Design Guidelines, including:

- | | |
|---|--|
| <ul style="list-style-type: none"> • Adding objectives of the design review process (maintaining historic integrity, preserving character-defining features, etc.) | <p>Referencing only the Secretary of the Interior's standards as informing the basic review process is insufficient.</p> |
|---|--|

2011 Annual Amendment
Historic Preservation Plan Element

Update the Certificate of Approval process by integrating it into TMC 13.05 – Land Use Permit Procedures.

(See above).

Other recommendations regarding TMC 13.07:

- Develop criteria for relocating a threatened resource (See Action HP-21E)
- Include economic hardship criteria for design review and demolition (See Action HP-24A)
- Clarify how property owner votes are counted for an appeal of a historic district denial.

Part of an overall technical clean-up of the ordinance to reflect best practice and improve ease of use (See Action HP-24A).

HISTORIC PRESERVATION AND SUSTAINABILITY

Community sustainability has several overlapping components, including cultural/social, environmental and economic sustainability. Historic preservation is closely linked to each of these components, making it an important part of a community's overall sustainability program.

CULTURAL/SOCIAL COMPONENT OF SUSTAINABILITY

This component of sustainability relates to the maintenance of the community's cultural traditions and social fabric. Preserving historic places and patterns promotes cultural and social sustainability by supporting everyday connections between residents and the cultural heritage of the community. These connections are reinforced by the physical characteristics of historic places, which often directly support environmental sustainability.

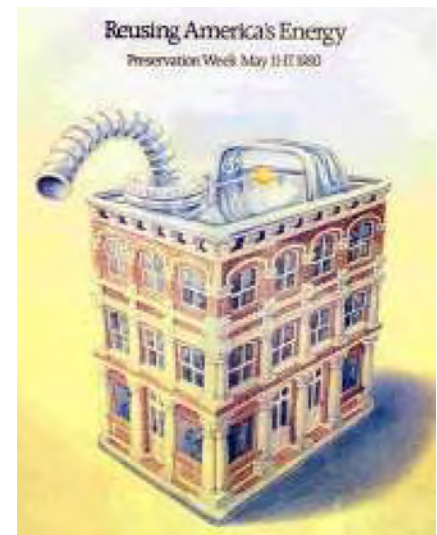
Historic properties, neighborhoods and archeological sites provide direct links to the past. These links convey information about earlier ways of life that help build an ongoing sense of identity within the community. Residents anchored in this sense of identity may be more involved in civic activities and overall community sustainability efforts.

The design of most historic development promotes social interaction that supports a high quality of life and helps build a sense of community. Historic development is often compact and walkable, providing an environment for impromptu mixing of different cultural and economic groups. Porches, plazas and other direct connections to the public realm provide additional opportunities for community interaction in historic areas.

The compact, pedestrian-friendly nature of most historic areas directly supports environmental sustainability by promoting smaller, more energy efficient structures, reducing vehicle use and supporting healthy-living initiatives. Historic neighborhoods also tend to be centrally located with convenient access to public transportation systems. This physical pattern, combined with the inherent cultural connections, provides significant support for the community's overall sustainability effort.



Preserving historic places promotes the three basic components of sustainability.



The National Trust for Historic Preservation highlighted the linkage between preservation and sustainability on their official poster for Preservation Week in 1980.



The 1912 Tacoma Building at 1021 A Street housed the headquarters of the Weyerhaeuser Company until the late 1960s. More recently, it was rehabilitated into a modern office building. (Source: University of Washington, Digital Collection)

ENVIRONMENTAL COMPONENT OF SUSTAINABILITY

This is the most often cited component of sustainability. It relates to maintenance of the natural environment and the systems that support human development. Historic preservation is an important part of environmental sustainability and green building initiatives. It directly supports environmental sustainability through conservation of embodied energy, adaptability, and other factors that keep historic buildings in use over long periods of time.

Embodied Energy

Embodied energy is defined as the amount of energy used to create the original building and its components, and then maintain them. Preserving a historic structure retains this energy. Re-using a building also preserves the energy and resources invested in its construction, and reduces the need for producing new construction materials, which require more energy to produce. Studies confirm that the loss of embodied energy by demolition takes three decades or more to recoup, even with the reduced operating energy costs in a replacement building.



Union Depot's copper dome was replaced in 1994 after 83 years of service.

Building Materials

Many historic building materials contribute to environmental sustainability through local sourcing and long life cycles. Buildings constructed with wood, stone, and brick were built for longevity and ongoing repair. Today, new structures utilize a significant percentage of manufactured materials. These materials are often less sustainable and require extraction of raw, non-renewable materials. High levels of energy are involved in production, and the new materials may also have an inherently short lifespan.

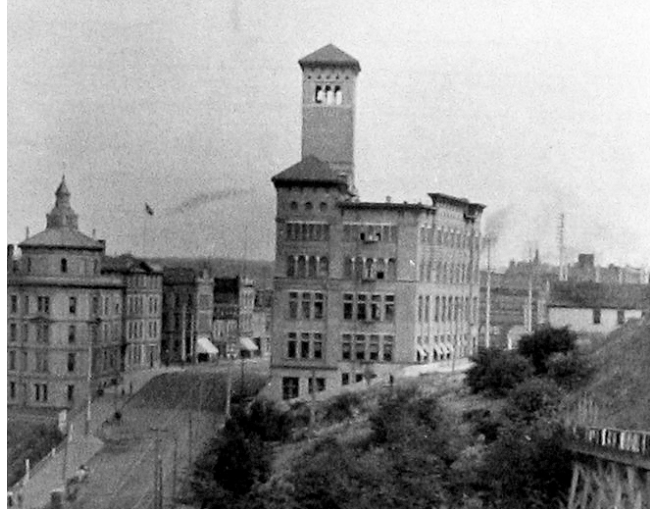


Buildings constructed with durable materials such as stone and brick were built for longevity. (Source: Artifacts, Inc.)

Sustainability and Historic Windows

The sustainable nature of historic building materials is best illustrated by a window. Older windows were built with well seasoned wood from durable, weather resistant old growth forests. A historic window can be repaired by re-glazing as well as patching and splicing the wood elements. Many contemporary windows cannot be repaired and must be replaced entirely. Repairing, weather-stripping and insulating an original window is generally as energy efficient and much less expensive than replacement.

While older windows are often cited as being major sources of heat loss, other parts of a building typically account for a greater proportion of overall losses. For example, as much as 50% of the energy lost from a house is from air infiltration through the attic, uninsulated walls, and around windows and door cavities, and not through the glass in a window itself (Gotthelf, Jill H. & Walter Sedovic. *What Replacement Windows Can't Replace: The Real Cost of Removing Historic Windows*. *APT Bulletin: Journal of Preservation Technology*. Volume 36. Number 4). Repairing an existing window and adding insulation to the attic saves more energy than the replacement of single paned wood windows with double or triple-paned alternatives. Adding 3.5 inches of insulation in the attic has three times the R value impact compared with moving from the least energy efficient single pane window with no storm window to the most efficient new window (Rypkema, Donovan D. *Speech*, December 7, 2009).



As a rule, the quality of early construction materials, such as those used in the Old City Hall building, was higher than those used in many late 20th Century buildings.

Construction Quality

As a rule, the quality of early construction and materials was higher than those used in many late 20th Century buildings. Lumber used in early Tacoma came from mature trees, was properly seasoned and typically milled to “full dimensions,” providing stronger framing and construction. The high quality of construction in earlier buildings is an asset that is difficult to replace.

Adaptability

The floor plans of many historic properties easily accommodate changing needs. They permit a variety of uses while retaining the overall historic character. Large warehouse floor plates, for example, are easily adapted to loft residential units and offices.

Landfill Impacts

According to the Environmental Protection Agency, building debris constitutes around a third of all waste generated in the country. The amount of waste produced can be reduced significantly if historic structures are retained rather than demolished.



Historic resources provide visitors with a glimpse into Tacoma’s heritage while allowing for new economic development such as the rehabilitated Garretson Woodruff Pratt building on the University of Washington Tacoma campus. (Source: University of Washington, Digital Collection)



The small settlement of Tacoma was less than a decade old in 1871.

ECONOMIC COMPONENT OF SUSTAINABILITY

This component of sustainability relates to the economic balance and health of the community. Historic buildings represent a substantial economic investment by previous generations. The economic benefits of protecting historic resources are well documented across the nation, and in Washington. These include higher property values, job creation in rehabilitation industries, and increased heritage tourism. Quality of life improvements associated with living in historic neighborhoods may also help communities recruit desirable businesses.

Historic Rehabilitation Projects

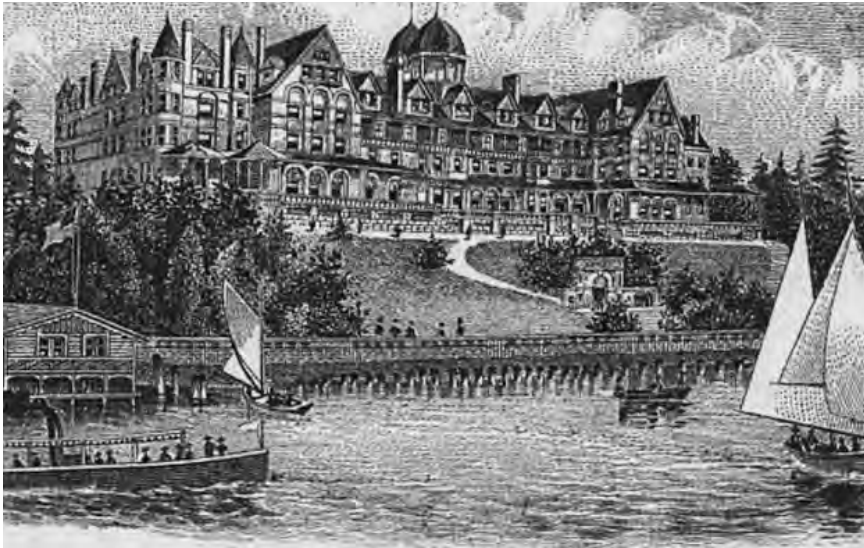
Historic rehabilitation projects generate both direct and indirect benefits. Direct benefits result from the actual purchases of labor and materials, while material manufacture and transport results in indirect benefits. Preservation projects are generally more labor intensive, with up to 70% of the total project budget being spent on labor, as opposed to 50% when compared to new construction. Expenditure on local labor and materials benefits the community’s economy.

Heritage Tourism

The National Trust for Historic Preservation defines cultural heritage tourism as, “traveling to experience the places, artifacts, and activities that authentically represent the stories and people of the past and present.” Investing in historic preservation helps provide visitors with a glimpse into Tacoma’s heritage and its contribution to state and national history. Heritage tourists spend more on travel than other tourists, which generates jobs in hotels, bed and breakfasts, motels, retail stores, restaurants, and other service businesses (*Mandala Research, Study for the USCHT Marketing Council, 2009*).

Support for Local Business and Trades

Because historic rehabilitation projects are more labor intensive than new construction and often use specialized materials, more of the project investment stays in the local economy rather than being spent on non-local materials. A rehabilitation project can also provide affordable space for local small businesses. The Go Local! Tacoma organization helps consumers connect with local independent businesses, providing a resource for property owners seeking to use local materials and labor as part of a historic rehabilitation project.



The Stanford White designed Tacoma Hotel was built in 1884 and became one of the preeminent hotels on the west coast. It was destroyed by fire in 1935.

Zoning Code

The basic regulations that shape development throughout Tacoma are part of the city's zoning code, which is provided in chapter 13.06 of the Tacoma Municipal Code. The zoning code defines permitted uses and densities as well as dimensional limits such as setbacks and building heights. These regulations apply to both historic and non-historic properties.



The zoning code includes base zone districts and overlay districts. Base zone districts provide the regulations that apply to all properties throughout the city while overlays provide additional context-specific regulations in certain areas. The code includes base zone districts for residential, commercial, industrial and other uses at varying densities and scales. Special districts such as downtown districts and Mixed-Use Center Districts (see the sidebar on this page for more information) apply to specific areas. The code also includes overlay districts such as the View-Sensitive Overlay, which enables special height regulations in view-sensitive areas. Additional design overlay districts may be developed to implement neighborhood-specific zoning standards as part of an overall heritage conservation system. See *The Heritage Conservation System* on page 3-36 for more information.

In some cases, the requirements of existing zoning districts may conflict with goals and objectives for historic preservation because they allow for development that is out of character with the historic pattern. For example, if maintaining low scale is a goal, zoning regulations that allow significant height increases could be incompatible. In other cases, zoning regulations may be incompatible with preservation goals because they are too restrictive. For example, if a goal is to preserve the character of a neighborhood where houses were typically built very close together, zoning regulations that require a significant setback between properties could be incompatible.

Building Code

Requirements for fire safety, emergency exiting, seismic mitigation and other construction-related issues are part of the building code. The City uses the International Existing Building Code for projects involving historic structures. City staff can assist applicants with flexible design solutions that promote preservation objectives and meet code requirements. However, applicants must balance requirements made by other City departments without the benefit of a staff team leader to coordinate preservation-friendly solutions.

The View-Sensitive Overlay enables additional height regulations in areas where views should be protected.

MIXED-USE CENTER DISTRICTS

Tacoma's zoning code includes a series of districts intended to promote flexible development options and greater integration of land uses. These Mixed-Use Center Districts apply within several existing neighborhood commercial centers that include older buildings. Such centers are also often surrounded by lower-scale traditional residential neighborhoods.

Although Mixed-Use Centers often allow for increased development opportunities, they also provide incentives for historic preservation including waiver of parking requirements for existing buildings and height bonuses for voluntary historic designation, rehabilitation of adjacent historic buildings or preservation of historic facades. As described in Chapter 3, the City should evaluate the effectiveness of such incentives and determine whether they should also be considered for historic resources located outside of Mixed-Use Centers.

DEVELOPING HISTORIC CONTEXT STATEMENTS

As recommended in Action HP-17A and Action HP-17B on page 3-21, historic context statements should be prioritized and developed to describe the relationship of built resources to the social and cultural history of the community.

The table below lists possible historic contexts for development in Tacoma and provides initial suggestions for their prioritization. It is a working table that is intended to guide and track the development of historic context statements.

THEME	CONTEXT STATUS			Priority	Comment
	Current ¹	Needs Update	Not Developed		
COMMUNITY DEVELOPMENT					
Native American Settlement			■	High	
Early European Settlement					
Immigration			■	High	
Neighborhood Development			■	High	To include Hilltop, North Slope, South Tacoma, Wedge, West Slope and Whitman.
SOCIAL INSTITUTIONS AND MOVEMENTS					
Clubs and Organizations			■	Moderate	
Religious Institutions	■			na	Church survey completed in 2010.
COMMUNITY DEVELOPMENT					
Culture			■	Moderate	
Education	■			na	Schools survey completed in 2010.
Visual and Performing Arts			■	Moderate	
POLITICS					
Parties, Protests and Movements			■	Low	
Government Institutions			■	Moderate	
Military Institutions			■	Moderate	
ECONOMY					
Extraction and Production			■	Low	
Distribution and Consumption			■	Low	
Workers and Work Culture			■	Low	
Labor Organizations and Protests			■	Low	
Communication			■	Low	
TRANSPORTATION					
Bridges			■	High	
Railroads			■	High	
Maritime Activities			■	High	
Streetcars			■	High	
Automotive			■	High	

¹Where context status is noted as “current,” recent historic surveys have provided sufficient information to comprise a context statement. In some cases where status is listed as “not developed,” past historic survey documentation may be used to provide a basis for a historic context statement.

MANAGEMENT TOOLS COMPONENT

GOALS, POLICIES AND ACTIONS

A diverse assortment of preservation tools should serve Tacoma's needs. These tools should be based on national standards and best practices, and at the same time should be tailored to Tacoma.

GOAL: HISTORIC RESOURCES ARE PROTECTED FROM DEMOLITION.

Historically significant properties should be protected from demolition whenever possible. This includes those eligible for, or listed in, local, state or national historic registers.



Policy HP-21

Provide effective demolition review procedures.

Procedures for demolition review should protect both identified and potential historic resources from demolition.

Action HP-21A

Consider expanding a demolition review and consideration period to non-designated properties that may be historically significant.

Consideration should be given to expanding demolition review to include evaluation of all properties within a historic or conservation district as well as non-single family residential properties that meet a specific age threshold and also appear on a historic register or have a high probability for historic significance based on a predictive model.

A demolition review process may be used to explore:

- Options for reuse by the current owner
- Options for sale of the property to another owner
- The merits of considering landmark designation proceedings (as a means of making other demolition prevention tools available)
- Other options including relocation or deconstruction

A demolition consideration period may be necessary to provide an opportunity for public notice and adequate time for consideration of the options listed above before a demolition permit is granted. See *Demolition Consideration Period* on page 3-28 for more information.

See also:

- Action HP-22E
Develop criteria for relocating a threatened resource.

An emergency preservation fund would help protect threatened resources.

KEY MANAGEMENT TOOLS ACTIONS

- Action HP-21A
Consider expanding a demolition review and consideration period to non-designated properties that may be historically significant.
- Action HP-22C
Establish an emergency preservation fund.
- Action HP-24A
Expand minimum maintenance code requirements.
- Action HP-25A
Clarify and clean up the existing preservation ordinance.
- Action HP-26B
Explore context-sensitive zoning.
- Action HP-27A
Identify a team leader to coordinate project review.
- Action HP-28A
Revise the City's existing conservation district tool.
- Action HP-30A
Provide user-friendly preservation design guidelines that apply citywide.

GOAL: HISTORIC RESOURCES ARE PROTECTED FROM DEMOLITION.
(CONTINUED)

DEMOLITION CONSIDERATION PERIOD

Many communities provide the ability to delay a demolition permit request to allow for consideration of historic significance and a review of preservation alternatives.

For example, when a property meets a certain threshold, a demolition permit application may be referred to the City Preservation Officer to determine whether a consideration period would be appropriate. Factors may include:

1. The Threshold for Review

A variety of factors may determine which properties would be subject to a consideration period including:

- Age
- Property Type (i.e., Commercial, Single Family, etc.)
- Presence on an inventory indicating potential historic significance

2. Consideration Period Length

A demolition consideration period is usually a maximum of 90 or 120 days. A demolition permit may be issued immediately if the City determines that a property lacks historic significance.

3. Alternatives to Demolition

During the consideration period, the City and property owner may explore options including:

- Crafting a strategy for financing preservation and re-use
- Relocating historic structures
- Designating the property as a historic landmark to provide increased protection and incentives

Policy HP-22

Provide tools and funding to address preservation emergencies.

Tools and funding should be available to protect historic resources that are threatened by neglect or have been damaged by natural disasters.

Action HP-22A Expand Historic Tacoma’s endangered property WATCH list to address a wider range of threats to cultural resources.

Historic Tacoma’s WATCH list raises the level of alert for historic resources that may be threatened with loss. Sites on list may be proposed for demolition, may be suffering deterioration due to neglect, or be subject to potential redevelopment which would destroy their significant features. The City should assist in providing data about such properties and their conditions to those who may respond to these threats.

The WATCH list should be expanded to include:

- A wider range of threatened properties
- Procedures for notifying building owners and City officials of a building’s deteriorating condition
- An education and advocacy function to provide technical assistance to owners of buildings on the WATCH list

See also:

- Action HP-21A
Consider expanding a demolition review and consideration period to non-designated properties that may be historically significant.
- Action HP-22B
Develop a disaster-response program for endangered properties.
- Action HP-24A
Expand minimum maintenance code requirements.

Action HP-22B

Develop a disaster-response program for endangered properties.

An emergency response program for endangered historic resources is an important part of the community’s disaster planning efforts. The program should define procedures to be followed to ensure the preservation of historic resources in the event of an emergency such as earthquake or fire. The response strategy would provide for evaluation of structures impacted to determine the best treatment in a timely manner. Procedures for the interim stabilization of salvageable buildings should be included.

Action HP-22C*Establish an emergency preservation fund.*

A revolving fund administered by the City, a Public Development Authority or a local non-profit, should be established to address preservation emergencies. The fund may be used to acquire threatened properties for rehabilitation and/or transfer to a responsible buyer. Proceeds from the re-sale of properties would be used to replenish the fund, but consideration should also be given to establishing a permanent funding source such as a percentage added to permit fees.

Some preservation emergencies that the fund could address include:

- Threats to historic resources due to owners who are unwilling or unable to make repairs under a minimum maintenance provision
- Threats to historic resources caused by disaster or other damage

The fund could be applied to projects involving one or more of the following property types:

- All properties designated as national, state or local historic landmarks
- Properties that may be eligible for national, state or local historic landmark designation
- Other properties that may be considered to have historic value

See also:

- Action HP-22D
Explore creating a Public Development Authority (PDA) or other public corporation to address preservation emergencies.

GOAL: HISTORIC RESOURCES ARE PROTECTED FROM DEMOLITION.*(CONTINUED)*

The Pacific Avenue Historic District was demolished in 1985 to make way for redevelopment.

GOAL: HISTORIC RESOURCES ARE PROTECTED FROM DEMOLITION.
(CONTINUED)

CRITERIA FOR RELOCATING A HISTORIC BUILDING

Relocating a historic structure usually diminishes its integrity, because the association with the original site is a key feature, and therefore it is not permitted in most cases. However, there may be circumstances, in which a building is threatened in its present location and alternatives for preservation on site do not exist. In such a case, the following criteria may apply:

1. The structure is threatened by further deterioration or loss in its present location.
2. All alternatives to relocation have been reasonably considered.
3. The original building and site will be accurately recorded before removing the structure.
4. Moving procedures are sufficiently planned to protect the key features of the structure.
5. The relocation site provides an appropriate context similar to that of the original.
6. A commitment is in place to complete the relocation and subsequent rehabilitation of the building.
7. There is adequate protection to assure continued preservation of the building at its relocated site.

Action HP-22D

Explore creating a Public Development Authority (PDA) or other public corporation to address preservation emergencies.

Consideration should be given to establishing a Public Development Authority or other public corporation to promote preservation objectives and administer emergency preservation funds.

See also:

- Action HP-22C
Establish an emergency preservation fund.

Action HP-22E

Develop criteria for relocating a threatened resource.

While relocation is not a preferred solution, it may be more desirable than demolition. The criteria for relocating a building should provide for active reuse. See the sidebar for recommendations on criteria for the relocation of historic resources.

Policy HP-23

Provide incentives to protect historic resources from demolition.

Incentives should encourage a climate of “good stewardship” for historic resources that helps protect them from neglect or adverse economic conditions. See the Incentives and Benefits section of this chapter for more information on recommended incentives to protect historic resources.

Action HP-23A

Consider establishing a transfer of development rights (TDR) program for historic properties.

A transfer of development rights (TDR) program allows the voluntary transfer of development rights from one property to another. A TDR program for historic properties would encourage the preservation of historic structures while enabling increased density in other parts of the city. Consideration should be given to conducting a demonstration project to test the feasibility of using TDR as an incentive for historic preservation.

The program would:

- Allow owners of historic properties to sell development rights.
- Allow the purchaser of the development rights to develop at a greater density or height than would otherwise be allowed.
- Be particularly useful in mixed-use corridors and for special property types, such as institutional facilities.

See also:

- Action HP-33C
Extend the range of zoning incentives for historic resources and conservation areas.

Action HP-23B

Establish an easement program.

Easement programs offer tax advantages to property owners who make a charitable gift donation of a portion of a historic property, usually the complete exterior envelope. This tool extends greater protection than many other options, and can be used in combination with other tools.

- A private, non-profit organization should manage the program.
- The City’s role is to cooperate in establishing the program and in making its existence known to property owners.

GOAL: HISTORIC RESOURCES ARE PROTECTED FROM DEMOLITION.
(CONTINUED)



The 1890 Waddell Building at 1502 Pacific Avenue was saved from demolition and rehabilitated to become part the Courtyard by Marriott development.

GOAL: HISTORIC RESOURCES ARE PROTECTED FROM DEMOLITION.
(CONTINUED)

Policy HP-24

Ensure continuing maintenance of historic buildings.

Historic buildings should be maintained and protected from damage by inappropriate construction techniques.

Action HP-24A

Expand minimum maintenance code requirements.

A minimum maintenance clause in the preservation ordinance should require an owner to keep the building in a sufficient state of repair such that key features are preserved.

- The clause should include provisions to notify the owner that the City is concerned about the condition of the property and indicate that the owner should take appropriate measures.
- This clause empowers the City to make repairs if the owner fails to do so and includes a mechanism for recovering City funds that may be spent in stabilizing the property.

See also:

- Action HP-22A Expand Historic Tacoma’s endangered property WATCH list to address a wider range of threats to cultural resources.
- Action HP-27C Enhance enforcement of preservation codes.

Action HP-24B

Consider a contractor certification program.

A certification program would require a license for a contractor to work on buildings of a high level of historic significance, much as a license is required for an electrician or a plumber. Such a program will reduce permit violations.

GOAL: CLEAR AND COMPLETE ORDINANCES GUIDE THE PRESERVATION PROGRAM.

The preservation ordinance, zoning code and other related codes, should be clear and easy to interpret.

Policy HP-25

Update the Landmarks and Historic Special Review Districts Code to reflect current preservation policies and goals.

The Landmarks and Historic Special Review Districts Code should reflect current preservation policies and goals. It should be revised to enhance consistency and include procedures for re-classifying properties.



A system of clear and complete ordinances will help ensure the protection of Tacoma's historic resources.

Action HP-25A

Clarify and clean up the existing preservation ordinance.

A technical clean up of the existing preservation code is needed to ensure usability and consistency with preservation goals and policies.

Include these changes:

- Consolidate and clean up definitions.
- Revise the structure and purpose of the conservation district tool.
- Address demolition by neglect.
- Include economic hardship criteria.

Action HP-25B

Consider a tiered ranking system for historic significance.

A tiered ranking system should be considered to support different levels of design review or categories of resource designation. See *Considerations for a Tiered System* on page 3-24 for more information.

See also:

- Action HP-18C
Design the survey system to support the potential for a tiered ranking of historic significance.

Action HP-25C

Develop procedures for re-classifying properties.

Provide a process for re-classifying a property where changes have occurred that may lead to a different determination of significance.

This may include:

- Properties that should be re-evaluated when more information is available
- Properties that may have increased in significance
- Properties that may have lost significance

**GOAL: CLEAR AND COMPLETE
ORDINANCES GUIDE THE
PRESERVATION PROGRAM.**
(CONTINUED)

Policy HP-26

Use zoning tools to promote historic preservation goals and support an overall heritage conservation system.

Zoning tools should promote preservation policies and goals and support an overall heritage conservation system that protects desired development patterns throughout the community. See *The Heritage Conservation System* on page 3-36 for more information.

Action HP-26A

Review the existing zoning code to determine where conflicts may exist with preservation policies and goals.

The existing zoning code (Chapter 13.06 of the Tacoma Municipal Code) should be reviewed for potential conflicts with policies and goals for historic preservation.

Specific zoning code elements to review include:

- Permitted heights
- Permitted or prohibited uses
- Parking requirements

Also see:

- Action HP-5A
Tailor energy efficiency standards in zoning and building codes to fit historic resources.
- Action HP-6A
Promote adaptive reuse of historic properties.
- Action HP-23A
Consider establishing a transfer of development rights (TDR) program for historic properties.
- Action HP-26B
Explore context-sensitive zoning.
- Action HP-33C
Extend the range of zoning incentives for historic resources and conservation areas.

Action HP-26B*Explore context-sensitive zoning.*

When updating the zoning code (Chapter 13.06 of the Tacoma Municipal Code), consider how standards may be tailored to specific types of area, neighborhood or development pattern to support historic preservation policies and goals. Such context-sensitive zoning standards could help protect the viability of existing structures and promote compatible infill construction in traditional or historic areas. Note that the historic preservation program does not have primary responsibility for the zoning code. See *The Heritage Conservation System* on page 3-36 for more information.

Context-sensitive zoning standards may be implemented through:

- New base zone districts
- Changes to existing zone districts
- New design overlay districts

Elements that context-sensitive zoning standards may address include:

- Mass and scale
- Height
- Lot coverage
- Setbacks

Also see:

- Action HP-6A
Promote adaptive reuse of historic properties.
- Action HP-8A
Explore alternative tools for heritage conservation that maintain neighborhood character.
- Action HP-26A
Review the existing zoning code to determine where conflicts may exist with preservation policies and goals.
- Action HP-33C
Extend the range of zoning incentives for historic resources and conservation areas.

**GOAL: CLEAR AND COMPLETE
ORDINANCES GUIDE THE
PRESERVATION PROGRAM.
(CONTINUED)**

THE HERITAGE CONSERVATION SYSTEM

The City’s heritage conservation system protects neighborhood character and historic resources. It is comprised of a series of districts and tools described within the City’s ordinances. These include zone districts, conservation and historic districts, and tools for protecting individual properties. The historic preservation program directly administers some parts of the system, such as conservation and historic districts, while other parts of the system are administered by the overall Community and Economic Development Department or other City agencies.

The table below outlines a system of current and potential districts that may be used to promote the City’s heritage conservation system. Design overlay districts would support context-sensitive zoning standards as recommended in Action HP-26B on page 3-35. Conservation districts would support a design review process using design guidelines. Note that the City’s current conservation district tool should be revised as recommended in Action HP-28A on page 3-39. See *Conservation Districts* on page 3-40 for more information.

	DISTRICTS			
	Zone Districts		Conservation District	Locally Designated Historic District
	Base Zone District	Design Overlay District		
ELIGIBILITY				
DEVELOPMENT PATTERN				
Includes development patterns that should be protected/promoted		■	■	■
HISTORIC RESOURCES				
Includes significant % of locally designated historic landmarks				■
Includes limited % of locally designated historic landmarks			■	
May not include locally designated historic landmarks	■	■		
REGULATORY FRAMEWORK				
DESIGN STANDARDS				
Implement general design standards	■			
Implement modified/neighborhood-specific standards		■ ¹		
DESIGN GUIDELINES²				
Apply to all new infill development			■ ³	■
Apply to additions to all existing structures			■ ³	■
Apply to facade modifications to “contributing structures”				■
DEMOLITION REVIEW				
Demolition review procedures apply to all properties				■
Demolition review procedures may apply to some properties			■	
AVAILABLE INCENTIVES				
DEVELOPMENT INCENTIVES				
May be available for some projects	■	■	■	
PRESERVATION INCENTIVES				
May be available for some projects	■ ⁴	■	■	■

■ = Applicable

¹A specific, limited, menu of new or modified design standards may be implemented with design overlay districts.

²Note that design guidelines apply to locally designated Tacoma Historic Landmarks in all districts

³The design review process and associated guidelines should differ from those that apply in locally designated Tacoma Historic Districts

⁴Note that preservation incentives currently apply in Mixed-Use Center base zone districts

GOAL: RESOURCE DESIGNATION CATEGORIES HELP INDICATE PRIORITIES FOR CONSERVATION OF RESOURCES.

Different types of designation categories should be used to reflect degrees of significance, alternative approaches for protection and different management objectives. Having a range of program tools allows each one to better fit the intent of their use. It also provides options for program flexibility.

Policy HP-28

Establish clear categories for resource designation.

Identify levels of historic designation for individual resources and districts. The expanded set of designation levels should facilitate the strategic management of historic resources. Levels should reflect degrees of significance, the intent of the designation and the desired degree of protection of the resource.

Action HP-28A

Revise the City's existing conservation district tool.

Redefine and revise the conservation district as a land-use planning and neighborhood character management tool that is clearly distinguished from a historic district. In addition to its current primary use as a buffer area around a historic district, the redefined conservation district tool should be available for use in a wider range of circumstances. A conservation district may be used in an area or neighborhood that does not qualify as a locally designated Tacoma historic district. However, it should include some historic resources.

The revised conservation district should be available for application in:

- Areas seeking to preserve traditional development patterns
- Areas seeking to promote compatible development
- Areas that are adjacent to historic districts

Each conservation district should have a clearly-defined intent statement and may include policies for using zoning, design review and specific incentives. See *Conservation Districts* on page 3-40 for more information.

Also see:

- Action HP-26B
Explore context-sensitive zoning.



The conservation district should be defined as a land-use planning and neighborhood character management tool that is clearly distinguished from a historic district.

CONSERVATION DISTRICTS

As recommended in Action HP-28A on page 3-39, the City's existing conservation district tool should be revised to be more clearly distinguished from a historic district and also accommodate a wider range of applications. A conservation district may be applied to a defined area to promote maintenance of historic development patterns, scale, massing and/or uses. A conservation district may also be used to promote economic development, affordable housing, neighborhood livability, and/or protection of nearby historic resources.

A conservation district emphasizes compatibility of design in new construction and appropriate additions to historic buildings. The focus is on maintaining a preferred character along the street and sidewalk. Alterations to existing buildings should therefore be compatible with goals for the character of the street as defined in the district's intent statement and illustrated in its design guidelines. Locally designated individual Tacoma Historic Landmarks that are located within the district would also be subject to additional preservation design guidelines.

Design review within conservation districts is generally limited to:

- New buildings
- New site improvements
- Additions that increase the footprint of a building
- Improvements to locally designated individual Tacoma Historic Landmarks

A conservation district should meet one or more of the following purposes:

- To create a buffer around a sensitive area, such as a historic landmark or district, or an area of sensitive natural resources
- To enhance the viability of an abutting historic district, by providing supporting services and amenities
- To maintain a place with a distinctive character
- To retain desirable uses that support the neighborhood
- To promote the continued use of a particular property type
- To promote the conservation of "recent past" historic resources which may not be considered to have sufficient historic significance to be eligible for designation as individual Tacoma Historic Landmarks
- To enable tailored incentives

Relationship to historic districts

A conservation district need not meet the criteria for historic district designation. However, it should include a minimum number of historic resources. Areas that do qualify as locally designated Tacoma historic districts may instead be considered for designation as conservation districts for reasons of community policy. Such areas may still be considered for historic district designation at a later date.

Action HP-28B

Clarify criteria for historic district designation to assure its appropriate use as a preservation tool.

Include these criteria for district designation:

- Consideration of historic significance
- Intent of designation
- Other community planning objectives
- Alternative tools to achieve conservation goals for the proposed district

Action HP-28C

Broaden resource designation criteria to allow for exceptions to the 50-year criterion.

The resources that are historically significant today do not include all the resources that will be significant in the future. The system should permit younger resources to be designated when they meet criteria.

**GOAL: RESOURCE DESIGNATION
CATEGORIES HELP INDICATE
PRIORITIES FOR CONSERVATION
OF RESOURCES. (CONTINUED)**

GOAL: RESOURCE DESIGNATION
CATEGORIES HELP INDICATE
PRIORITIES FOR CONSERVATION
OF RESOURCES. (CONTINUED)

Policy HP-29

Schedule designation of historic resources according to clearly defined priorities.

Clear priorities for the nomination and designation of historic resources support efficient use of City staff's time.

Action HP-29A

Establish criteria to prioritize requests for historic landmark, historic district and conservation district designation.

The criteria for establishing priorities should address the significance of the property, any plans for improvements that the owner may anticipate, as well as fit with other community planning initiatives. See *Criteria For Designating Individual Landmarks* on page 3-43 as well as *Criteria for Designating Historic Districts* and *Criteria for Designating Conservation Districts* on page 3-44 for more information.

CRITERIA FOR DESIGNATING INDIVIDUAL LANDMARKS

As recommended in Action HP-29A on page 3-42, specific criteria should be used to prioritize requests for designation of individual Tacoma historic landmarks. Potential criteria are described below. The degree of priority given to designating individual Tacoma historic landmarks would be influenced by the number of criteria met.

Appropriate documentation of eligibility is readily available.

Survey documentation, including a statement of significance, description of key features, and evaluation of integrity of the resource is already prepared, or can be prepared by an outside party in a timely manner.

The property is recognized as having a high level of significance.

A property that would be individually eligible to the National Register, or that is determined to be highly significant to Tacoma history would meet this criterion.

The owner is seeking incentives and benefits that require listing as a historic resource.

An owner who seeks to apply for federal income tax credits, state valuation, or make use of flexibility offered in other codes to historic properties would meet this criterion.

Designating the property would support other community plans.

If the property is in a neighborhood for which a sub-area plan seeks to attract reinvestment in properties, designation could help stimulate desired improvements.

The property abuts another that is already listed as a city landmark.

Designating the property could help encourage good stewardship of the abutting property.

The property is threatened with lost of integrity, or even demolition.

Designating the property would provide protections and incentives that could help to preserve the resource.

CRITERIA FOR DESIGNATING HISTORIC DISTRICTS

As recommended in Action HP-29A on page 3-42, specific criteria should be used to prioritize requests for designation of local Tacoma historic districts. Potential criteria are described below. The degree of priority given to designating local Tacoma historic districts would be influenced by the number of criteria met.

Appropriate documentation of eligibility is readily available.

Survey documentation, including a statement of significance, description of key features, and evaluation of integrity of the properties in the area is already prepared, or can be prepared by an outside party in a timely manner.

The area is recognized as having a high level of historic significance.

An area that would be eligible for listing as a historic district in the National Register, or that is determined to be highly significant to Tacoma's history would meet this criterion.

A substantial number of property owners in the area support designation.

Strong support may be indicated by letters or petitions, as well as information received in public workshops.

Designating the district would support other community plans.

If a neighborhood plan for the area seeks to attract reinvestment in properties, designation could help stimulate desired improvements. Designation could help create a climate for investment, and make other incentives and benefits available.

The area abuts another neighborhood that is already listed as a historic district.

This may be a locally designated historic or conservation district, or a National Register district. Designating the area could help encourage good stewardship of properties in the abutting neighborhood.

CRITERIA FOR DESIGNATING CONSERVATION DISTRICTS

As recommended in Action HP-29A on page 3-42, specific criteria should be used to prioritize requests for designation of local Tacoma conservation districts. Potential criteria are described below. The degree of priority given to designating local Tacoma conservation districts would be influenced by the number of criteria met.

Appropriate documentation of eligibility is readily available.

Survey documentation, including a statement of significance, description of key features, and statement of goals for the area is already prepared, or can be prepared by an outside party in a timely manner.

The area is recognized as having a distinctive character that is desirable to maintain.

Preliminary analyses of character indicate that a distinct identity exists.

A substantial number of property owners in the area support designation.

Strong support may be indicated by letters or petitions, as well as information received in public workshops.

Designating the district would support other community plans.

If the area is in a neighborhood for which a sub-area plan seeks to attract reinvestment in properties, designation could help stimulate desired improvements.

The area abuts another area that is already listed as a historic or conservation district.

This may be a locally designated historic or conservation district, or a National Register district. Designating the area could help encourage good stewardship of properties in the abutting neighborhood.



2011 Annual Amendment Application No. 2011-02
Historic Preservation Plan and Code Amendments

DRAFT LAND USE REGULATORY CODE CHANGES (CHAPTERS 13.07, 13.06 AND 13.06A)
January 13, 2011

*Note – These amendments show all of the changes to the *existing* land use regulations. The sections included are only those portions of the code that are associated with these amendments. New text is underlined and text that is deleted is shown in ~~strikethrough~~.

In addition, most of the sections that relate to design review process, including approvals, timelines, and zoning compatibility are proposed to be moved from TMC Chapter 13.07 to Chapter 13.05 (Land Use Permit Procedures). Those sections are shown with the text *grayed out*, enclosed in boxes.

CHAPTER 13.07 - LANDMARKS AND HISTORIC SPECIAL REVIEW DISTRICTS

13.07.020 Landmarks and Historic Districts – Declaration of purpose and declaration of policy.

The City finds that the protection, enhancement, perpetuation, and continued use of landmarks, districts, and elements of historic, cultural, architectural, archeological, engineering, or geographic significance located within the City are required in the interests of the prosperity, civic pride, ecological, and general welfare of its citizens. The City further finds that the economic, cultural, and aesthetic standing of the City cannot be maintained or enhanced by disregarding the heritage of the City or by allowing the destruction or defacement of historic and cultural assets.

The purpose of this chapter is to:

- A. Preserve and protect historic resources, including both designated City landmarks and historic resources which are eligible for state, local, or national listing;
- B. Establish and maintain an open and public process for the designation and maintenance of City landmarks and other historic resources which represent the history of architecture and culture of the City and the nation, and to apply historic preservation standards and guidelines to individual projects fairly and equitably;
- C. Promote economic development in the City through the adaptive reuse of historic buildings, structures, and districts;
- D. Conserve and enhance the physical and natural beauty of Tacoma through the development of policies that protect historically compatible settings for such buildings, places, and districts;
- E. Comply with the State Environmental Policy Act by preserving important historic, cultural, and natural aspects of our national heritage; ~~and~~
- F. To promote preservation compatible practices related to cultural, economic and environmental sustainability, including: conservation of resources through retention and enhancement of existing building stock, reduction of impacts to the waste stream resulting from construction activities, promotion of energy conservation, stimulation of job growth in rehabilitation industries, and promotion of Heritage Tourism;
- G. To contribute to a healthy population by encouraging human-scale development and preservation activities, including walkable neighborhoods; and
- H. Integrate the historic preservation goals of the state Growth Management Act and the goals and objectives set forth in the City's Comprehensive Plan and regulatory language.

13.07.030 Definitions.

For purposes of this chapter, certain terms and words are hereby defined as follows:

~~“Accessory structure” means any structure which is incidental or subordinate to the main building(s) and is located on the same property as the main building.~~

“Administrative Approval” means an approval that may be granted by the City Historic Preservation Officer for an alteration to a City landmark, without Landmarks Preservation Commission ~~(also referred to herein as “Commission”)~~ review, based on authority that may be granted by the Commission pursuant to Chapter 1.42 of the Tacoma Municipal Code (“TMC”).

“Alteration” means any act or process which changes materially, visually, or physically one or more of the exterior architectural features or significant interior features of a property, including, but not limited to, the ~~construction~~ development, reconstruction, or removal of any structure.

~~“Building” means any structure that is used or intended for supporting or sheltering any use or occupancy. For the purposes of this chapter, the term “building” includes accessory structures buildings.~~

“Certificate of Approval” means the written record of formal action by the Commission indicating its approval of plans for ~~alteration of a City landmark.~~ work subject to review at stated in TMC 13.05.xxx.

“Certified Local Government” or “CLG” means the designation reflecting that the local government has been jointly certified by the State Historic Preservation Officer and the National Park Service as having established a historic preservation commission and a historic preservation program meeting Federal and State standards.

“City landmark” means a property that has been individually listed on the Tacoma Register of Historic Places, or is that is a contributing property within a Historic Special Review District or Conservation District as defined by this chapter.

~~“Conservation District” means an area warranting the designated for the preservation and protection of historic character and properties contained therein, without meeting the same higher standard for designation as a Historic Special Review District. Conservation Districts are normally established surrounding or adjacent to an established or proposed historic district or place, resources and overall characteristics of traditional development patterns and that meets the criteria for such designation as described in Section 13.07.040(C) of this code.~~

~~“Construction” means the act of adding to an existing structure or erecting a new principal or accessory structure building on a property.~~

“Contributing property” means any property within a Historic Special Review District or Conservation District which helps to convey the historic significance and traditional character of the area and that meets the criteria for determining significance, as set forth in Section 13.07.040 (C) of this code. This status may be documented in the district’s nomination to the Tacoma Register of Historic Places to contribute architecturally, historically, and/or culturally to the historic character of the district, and properties that date from the historic period of significance for the Historic Special Review District and retain integrity of materials, place, or setting which have not previously been identified during architectural surveys, or in other findings adopted by the Landmarks Preservation Commission. Note that within this designation, the City may assign subordinate categories of significance.

“Deconstruction” The disassembly of a building, or a portion thereof, in a manner that keeps individual components and materials intact. These may then be reassembled to the original design, or may be made available for reuse in other improvement projects.

~~“Demolition,” for the purposes of this chapter, means any act or process which destroys, in part or in whole, City landmark a building, including neglect or lack of maintenance that results in the destruction of historic the property. For the purposes of this chapter, demolition does not include nonhistoric or noncontributing additions to historic buildings if so determined by the Landmarks Preservation Commission or Historic Preservation Officer, or so indicated in the nomination documentation for a building.~~

“Design guideline” means a standard of appropriate activity which will preserve or enhance the historic and architectural character of a structure or area, and which is used by the Commission and the City Historic Preservation Officer to determine the appropriateness of proposals involving a City Landmark or property within Historic Special Review ~~and or~~ Conservation Districts.

“Embodied Energy” means the energy consumed to construct a building, including that required to create materials for it, transport them to the site, and then assemble them.

A “district” is a geographically definable area possessing a significant concentration, linkage, or continuity of sites buildings, structures, and/or objects united by past events or aesthetically by plan or physical development.

“Exterior architectural appearance” means the architectural character and general composition of the exterior of a property as experienced from the outside, including, but not limited to, the type, color, and texture of a building material and the type, design, and character of all windows, doors, light fixtures, signs, and appurtenant elements.

“Historic resource” means any property that has been determined to be eligible by the City Historic Preservation Officer or Washington State Department of Archaeology and Historic Preservation staff for listing in the Tacoma Register of Historic Places, the Washington State Heritage Register, or the National Register of Historic Places, or any property that appears to be eligible for such listing by virtue of its age, exterior condition, or known historical associations.

“Historic Special Review District” means an Overlay Zone ~~area~~ with a concentration of historic resources that has been found to meet the criteria for designation as a Historic Special Review District under the provisions of this chapter, ~~which the City finds should be protected from adverse effects to its cultural and historic character resulting from development activities, and has been so designated by City Council.~~

~~“Interested party of record” means any individual, corporation, partnership, or association which notifies the Commission, in writing, of its interest in a matter before the Commission prior to Commission action on the matter.~~

“Landmarks Preservation Commission” means the volunteer citizen body appointed by City Council whose primary responsibility is the oversight of the City’s historic resources, including the designation of historic resources and districts to the Tacoma Register of Historic Places, reviewing proposed developments and alterations affecting to the properties on the Register; raising community awareness of the City’s history and historic resources, and serving as the City’s primary subject matter resource in the areas of history, historic planning, and preservation, as provided for in this chapter and Chapters 1.42 and 13.05 of the TMC.

“Interested Party of Record” will be substituted by similar language for the appeals process defined in TMC 13.05.

“Noncontributing property” means a property within a Historic Special Review District or Conservation District which is documented in the district’s nomination ~~to the Tacoma Register of Historic Places~~ as not contributing architecturally, historically, and/or culturally to the historic character of the district, or which has been so designated in a Historic Special Review District Inventory drafted and adopted by the Commission, or which has been specifically found to be noncontributing by a vote of the Commission.

“Property” means any building, object, site, structure, improvement, public amenity, space, streetscapes and rights-of-way, or area.

“Reconstruction” means the act of structurally rebuilding a ~~historic resource structure or a portion thereof~~, wherein the visible architectural elements are replaced in kind with materials and finishes that ~~match~~ accurately convey the character of the original elements.

“Removal” means any relocation of a structure on its site or to another site.

“Repair” means to fix or mend features of a property without any change in character, new construction, removal, or alteration.

“Rehabilitation” means the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values.

“Restoration” means the act or process of accurately depicting the form, features, and character of a property as it appeared at a particular period of time by means of the removal of features from other periods in its history and reconstruction of missing features from the restoration period. The limited and sensitive upgrading of mechanical, electrical, and plumbing systems and other code-required work to make properties functional is appropriate within a restoration project.

“Significant interior features” means architectural features, spaces, and ornamentations which are specifically identified in the landmark nomination and which are located in public areas of buildings such as lobbies, corridors, or other assembly spaces.

“Streetscape” means the total visual environment of a street as determined by various elements including, but not limited to, street furniture, landscaping, lighting, paving, buildings, activities, traffic, open space, and view.

“Structure” means anything constructed or erected with a fixed location on the ground, or attached to something having a fixed location on the ground.

13.07.040 Tacoma Register of Historic Places – Establishment and criteria.

- A. Tacoma Register of Historic Places is Established. In order to meet the purposes of this chapter and Chapter 1.42 of the TMC, there is hereby established the Tacoma Register of Historic Places. Historic resources and districts designated to this Register pursuant to the procedures and criteria listed in this chapter are subject to the controls and protections of the Landmarks Preservation Commission established by TMC 1.42 and pursuant to the design review provisions of this chapter.
- B. Criteria for the Designation to the Tacoma Register of Historic Places.
1. Threshold Criteria: ~~A property may be included in~~ The Commission may determine a property to be eligible for consideration for listing on the Tacoma Register of Historic Places if it:
 - a. Is at least 50 years old at the time of nomination; and
 - b. Retains integrity of location, design, setting, materials, workmanship, feeling, and association such that it is able to convey its historical, cultural, or architectural significance; and
 - c. ~~Meets one or more of the designation criteria listed in the section below.~~
 2. Designation Criteria: In addition to the above, a property may be designated to the Tacoma Register of Historic Places if it:
 - a. Is associated with events that have made a significant contribution to the broad patterns of our history; or
 - b. Is associated with the lives of persons significant in our past; or
 - c. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or
 - d. Has yielded or may be likely to yield, information important in prehistory or history; or
 - e. ~~Is part of, adjacent to, or related to an existing or proposed historic district, square, park, or other distinctive area which should be redeveloped or preserved according to a plan based on a historic, cultural, or architectural motif; or~~ Abuts a property that is already listed on the Tacoma Register of Historic Places and was constructed within the period of significance of the adjacent structure;
 - f. Owing to its unique location or singular physical characteristics, represents an established and familiar visual feature of the neighborhood or City.
- C. Special Criteria for the Designation of Historic Special Review Districts and Conservation Districts. The City Council may find it appropriate to create Historic Special Review or Conservation Districts for the purposes of encouraging preservation of character within established neighborhoods and districts, protecting such areas from adverse effects to their cultural and historic assets resulting from unsympathetic development activities, and for the purposes of promoting economic development and neighborhood identity.
3. Historic Special Review Districts. Historic Special Review Districts are areas that possess a high level of historic integrity in existing architecture, development patterns and setting, in which these characteristics should be preserved. When determining the appropriateness of the designation of a Historic Special Review District, In addition to the criteria above, ~~the Landmarks Preservation Commission shall consider the following:~~ a proposed Historic Special Review District should meet the following specific criteria:
 - a. It is associated with events or trends that have made a significant contribution to the broad patterns of our history; and
 - b. It is an area that represents a significant and distinguishable entity (whose components may lack individual distinction);
 - c. It possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.

- ~~a. The area shall contain a concentration of structures having a special character or special historic, cultural, architectural, engineering, or geographic interest or value as defined by the six criteria above; and or~~
- ~~b. The area shall constitute a distinct section of the City.~~
- 4. ~~Special Criteria for the Designation of Conservation Districts. Conservation Districts are areas in which there is a clearly established existing character related to historical development patterns and/or the overall appearance of building types that were constructed in a defined period of time.~~ In conjunction with or independent of the establishment of a historic district ~~as set forth in Section 13.07.040,~~ it may be warranted, ~~from time to time,~~ to consider the establishment of a Conservation District. ~~When considering the appropriateness of a Conservation District, the Landmarks Preservation Commission shall consider: A proposed Conservation District should meet one of the following specific criteria:~~
 - ~~a. A potential Conservation District should normally be established surrounding an established or proposed historic district and shall possess special historic, architectural, or cultural significance that is a part of the heritage of the City.~~
 - a. The area is part of, adjacent to, or related to an existing or proposed historic district or other distinctive area which should be redeveloped or preserved according to a plan based on a historic, cultural, or architectural motif; or
 - b. It possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.
 - c. Although it shall possess historic character based upon an intact development pattern and a prevailing historic architectural character expressed through an assemblage of buildings, which shares or is sympathetic to the development patterns and period of significance of the adjacent historic district, a Conservation District is not required to meet the criteria for landmark designation as outlined above, especially with respect to the historic architectural integrity of individual buildings.
- 5. The boundaries of Historic Special Review Districts and Conservation Districts should be based upon a definable geographic area that can be distinguished from surrounding properties by changes such as density, scale, type, age, style of sites, buildings, structures, and objects or by documented differences in patterns of historic development or associations. Although recommended boundaries may be affected by other concerns, including underlying zoning, political or jurisdictional boundaries and property owner sentiment, to the extent feasible, the boundaries should be based upon a shared relationship among the properties constituting the district.

13.07.050 Tacoma Register of Historic Places – Nomination and designation process for individual properties.

- A. Process for the nomination of individual properties, generally:
 - 1. Any resident of Tacoma or City official, including members of the City Council, City staff, or members of the Planning Commission, may request consideration by the Landmarks Preservation Commission of any particular property for placement on the Tacoma Register of Historical Places.
 - 2. A written request, which shall be in the form of a completed nomination to the Tacoma Register of Historic Places, shall be made to the Historic Preservation Officer. At a minimum, the nomination form shall contain the following:
 - a. A narrative statement which addresses the historical or cultural significance of the property, in terms of the Designation Criteria listed in this chapter; and
 - b. A narrative statement which addresses the physical condition assessment and architectural description; and
 - c. Specific language indicating which improvements on the site are included in the nomination, including any significant interior spaces; and
 - d. A complete legal description; and
 - e. A description of the character-defining features and architectural elements that are worthy of preservation.
 - 6. The Historic Preservation Officer or staff may amend, edit, or complete a nomination form submitted to the City for the purposes of clarity, but may not expand the boundaries of the legal description in the nomination without the consent of the nominating individual, unless such a change is required to correct an error or inconsistency within the nomination.

B. Landmarks Preservation Commission Preliminary Meeting on Nomination.

1. When a nomination form is found by the Historic Preservation Officer to be complete as indicated in this section, the Historic Preservation Officer shall:
 - a. Schedule the nomination for preliminary consideration at the next available regularly scheduled meeting of the Landmarks Preservation Commission and shall serve the taxpayer(s) of record written notice 14 days in advance of the time and place of the meeting.
 - b. Notify other City Departments and Divisions, as appropriate, of receipt of the nomination.
2. No person shall carry out or cause to be carried out any alteration of any building, site, structure, or object under consideration by the Landmarks Preservation Commission for designation as a City Landmark, without a Certificate of Approval pursuant to TMC 13.07.090.
3. At this meeting, the Landmarks Preservation Commission shall, by quorum vote, find that the application meets the threshold criteria for designation contained in this chapter, that it does not meet the threshold criteria, or the Commission may defer the decision if additional information is required.
4. If the Landmarks Preservation Commission finds that the nomination appears to meet the threshold criteria, the Commission shall:
 - a. Schedule the nomination for consideration and public comment at a subsequent public meeting at a specified time, date, and place not more than 90 days from the date of the preliminary meeting.
 - b. Give written notice, by ~~first class~~ mail, of the time, date, place, and subject of the Commission's meeting to consider designation of the property as a City landmark.
 - c. This notice shall be given not less than 14 days prior to the meeting to all taxpayers of record of the subject property, as indicated by the records of the Pierce County Assessor, and taxpayers of record of properties within 400 feet of the subject property.
5. If the Commission finds that the property does not meet the threshold criteria, the application is rejected and the Commission may not consider the property for designation for a period of one calendar year. Once a calendar year passes, the process may be restarted.
6. If the Commission, following the preliminary meeting, fails to act on the nomination or schedule it for further consideration within 45 days or by its next meeting, whichever is longer, the application is rejected as above.

C. Landmarks Preservation Commission Meeting on Nomination.

1. At the meeting to consider approval of a nomination to the Register of Historic Places, the Commission shall receive information and hear public comments on whether the property meets the criteria for designation.
2. The Commission may, by a vote of a majority of the quorum, find that the property meets one or more of the criteria for designation and recommend the property for designation as a City landmark, find that the property does not meet any of the criteria and reject the nomination, or it may defer the decision if additional information is required. The Commission shall set forth findings of fact for its decision.
3. If the Commission finds that the property appears to meet the criteria for designation and recommends the property for designation as a City landmark, the Historic Preservation Officer shall transmit the Commission's recommendation to the City Council for its consideration within 30 days of the decision.
4. No proposed nomination may be extended beyond the boundaries of the land described in the original proposal unless the procedures set forth above are repeated for the enlarged boundaries.
5. If the Commission fails to act within a 45-day period or by its next meeting, whichever is longer, the designation shall be deemed to have been rejected and the designation procedure terminated.
6. If a nomination is rejected, the subject property shall not be considered again for historic designation for a period of at least one calendar year from the date of rejection. Once a calendar year passes, the process may be restarted.

D. City Council Review of Designation.

1. Upon receipt of a recommendation from the Commission, the City Council may approve the same by adoption of a resolution designating the structure as a historic landmark or building, may reject the same, or may refer it back to the Commission for further consideration, as the Council may deem appropriate.
2. If the City Council approves the designation, the designating resolution shall contain the following:

- a. Location description, including legal description, parcel number, and street address of the City landmark;
 - b. Criteria under which the property is considered historic and therefore designated as a landmark;
 - c. Elements of the property, including any significant interior spaces if so nominated, that shall be subject to Landmarks Preservation Commission regulation.
3. Upon adoption of a resolution approving the designation of a historic building as a City landmark, the City Clerk shall transmit a copy of said resolution to Building and Land Use Services, which shall place the City landmark designation on the subject property's records under his or her jurisdiction.

13.07.055 Rescission of Landmarks Designation

- A. The City Council, Landmarks Preservation Commission, or the owner of property listed on the Tacoma Register of Historic Places may request removal of said property from the Register.
- B. Such a request shall be made in writing to the Landmarks Preservation Commission, and shall include a statement of the basis for removal from the Register, based on the following criteria:
 1. Economic hardship. The property cannot be maintained as a City Landmark without causing undue economic hardship to the owner.
 - a. This criterion shall not apply in the case of future elective renovations that an owner "believes" to be unlikely to be approved, that have not been before the Landmarks Preservation Commission through the normal Certificate of Approval process. See Economic Hardship, TMC 13.05.xxx.
 - b. This criterion shall not apply in the case of proposed demolitions that have not been before the Commission through the normal Demolition Review process.
 2. Catastrophic Loss. Due to circumstances beyond the control of the owner, such as fire, earthquake, or other catastrophic occurrence, the property has been damaged to the extent that its historic character has been irrecoverably lost.
 3. Procedural Error. A property may be removed from the Historic Register if there is clear evidence that the Landmarks Preservation Commission or City Council committed any procedural errors during the consideration of the designation. This criterion does not include dissenting opinions regarding the findings or interpretations of the Commission during the designation process or the Commission's application of the Criteria for Designation.
- C. The Landmarks Preservation Commission may itself also request removal of a property from the Historic Register in instances where:
 1. The significant structure on the property no longer exists, due to a previous demolition.
 2. The Commission finds that retaining the property on the Historic Register does not further the goals and objectives of this Chapter and the Preservation Plan.
- D. When a request for removal from the Historic Register is received, or when the Landmarks Preservation Commission resolves to request removal of a property from the Historic Register, the Commission shall:
 1. Set a date for Public Hearing within 60 days.
 2. Send written notice via mail of the date, time and location of the Public Hearing. This notice shall be given not less than 14 days prior to the meeting to all taxpayers of record of the subject property, as indicated by the records of the Pierce County Assessor, and taxpayers of record of properties within 400 feet of the subject property.
 3. For properties proposed for removal under Criterion C.1, a public hearing is not required.
- E. Following the public hearing, the Commission may leave the comment period open for up to 10 days.
- F. At its next meeting, following the close of the comment period, the Commission may, by a vote of a majority of the quorum, find that the property meets one or more of the criteria for removal from the historic register and recommend the same to City Council, find that the property does not meet any of the criteria and reject the

request, or it may defer the decision if additional information is required. The Commission shall set forth findings of fact for its decision.

- G. If the Commission finds that the property appears to meet the criteria for removal from the Historic Register, and recommends the property for removal from the Historic Register, the Historic Preservation Officer shall transmit the Commission's recommendation to the City Council for its consideration within 30 days of the decision.

13.07.060 Tacoma Register of Historic Places – Nomination and designation process for Historic Special Review and Conservation Districts.

- A. Members of the City Council or Landmarks Preservation Commission may propose consideration of a Historic Special Review or Conservation District. Such a proposal may come in response to a request made by residents or community groups. The proposals should be prioritized using the following criteria:
1. Appropriate documentation of eligibility is readily available. Survey documentation is already prepared or could be easily prepared by an outside party in a timely manner; and
 2. For proposed historic districts, the area appears to possess a high level of significance, based upon existing documentation or survey data; or
 3. For proposed conservation districts, preliminary analysis indicates that the area appears to have a distinctive character that is desirable to maintain; and
 4. A demonstrated substantial number of property owners appear to support such a designation, as evidenced by letters, petitions or feedback from public workshops; and
 5. Creation of the district is compatible with and supports community and neighborhood plans; or
 6. The area abuts another area already listed as a historic district or conservation district; or
 7. The objectives of the community cannot be adequately achieved using other land use tools.
- B. District Designation – Landmarks Preservation Commission.
1. Public Hearing. Following a request by the City Council or by a quorum vote of the members of the Landmarks Preservation Commission regarding such a request, Building and Land Use Services staff shall:
 - a. Notify other City Departments and Divisions, as appropriate, of the proposed designation.
 - b. Schedule a public hearing.
 - c. Give written notice, by first-class mail, of the time, date, place, and subject of the Commission's meeting to consider designation of the district as a Historic Special Review District.
 - d. This notice shall be given not less than 14 days prior to the meeting to all taxpayers of record of the subject property, as indicated by the records of the Pierce County Assessor, taxpayers of record of properties within 400 feet of the subject property, and to the Neighborhood Council of the affected area. Notice shall also be submitted for publication to the newspaper of record.
 - e. Conduct the public hearing in accordance with the notice given, at which the owner or owners of the property involved, the owners of all abutting property, and other interested citizens or public officials shall be entitled to be heard.
 2. The Landmarks Preservation Commission shall, by a majority vote of quorum, recommend to the Planning Commission approval, disapproval, or approval with modification of a proposed Historic Special Review or Conservation District based upon the criteria for designation listed in this chapter ~~and~~, the goals and purposes of this chapter and the goals and policies contained within the Preservation Plan element of the Comprehensive Plan.
- C. District Designation – Planning Commission.
1. Each proposal for a new Historic Special Review District or Conservation District and the respective Landmarks Preservation Commission recommendation shall then be considered by the Planning Commission of the City pursuant to the procedures for area-wide zoning in TMC 13.02.053.

2. Notice of the time, place, and purpose of such hearing shall be given by Building and Land Use Services as provided in the aforementioned section. In addition, each taxpayer of record in a proposed Historic Special Review or Conservation District and within 400 feet of the proposed district shall be notified by mail.
 3. In making a recommendation to the City Council, the Planning Commission shall consider the conformance or lack of conformance of the proposed designation with the Comprehensive Plan of the City. The Planning Commission may recommend approval of, or approval of with modifications, or deny outright the proposal, and shall promptly notify the Landmarks Preservation Commission of the action taken.
 4. If the Planning Commission recommends approval or approval with modifications of the proposed designation, in whole or in part, it shall transmit the proposal, together with a copy of its recommendation, to the City Council.
 5. If the Planning Commission denies the proposed designation, such action shall be final; provided, that the owners or authorized agents of at least 80 percent of the property proposed to be designated, measured by assessed valuation of said property at the time of the council decision, may appeal such disapproval to the City Council within 14 days. For owners of multiple properties, property ownership for the purpose of appeal is calculated as the sum total of the assessed valuation of all affected property.
 6. If the proposal is initiated by the City Council, the matter shall be transmitted to the City Council for final determination regardless of the recommendation of the Planning Commission.
- D. District Designation – City Council.
1. The City Council shall have final authority concerning the creation of Historic Special Review or Conservation Districts in the same manner as provided by the City Council in TMC 13.02.053.
 2. Pursuant to the aforementioned procedures, the Council may, by ordinance, designate a certain area as a Historic Special Review District and/or Conservation District. Each such designating ordinance shall include a description of the characteristics of the Historic Special Review or Conservation District which justifies its designation, and shall include the legal description of the Historic Special Review District.
 3. Within ten days of the effective date of an ordinance designating an area as a Historic Special Review or Conservation District, the Historic Preservation Officer shall send to the owner of record of each property within said district, and to Building and Land Use Services, a copy of the ordinance and a letter outlining the basis for such designation, and the obligations and restrictions which result from such designation, in addition to the requirements of the building and zoning codes to which the property is otherwise subject.
 4. Historic District property inventories, identifying contributing and noncontributing properties, shall be adopted upon designation of each historic district and maintained and reviewed annually by the Commission. Such inventories shall be kept on file and available to the public at the Historic Preservation Office.
- E. The City Council may, ~~by ordinance, request to~~ amend or rescind the designation of a Historic Special Review District ~~or Conservation District at any time~~ pursuant to the ~~same~~ procedures ~~as~~ set forth in this chapter and TMC 13.02.053 for original designation and area-wide rezones. Amendments or de-designations that are requested by Council shall be transmitted to City Council for final determination regardless of the recommendation of the Landmarks Preservation Commission or the Planning Commission.

<p>13.07.070 District and landmarks regulation. Compatibility of Historic Standards With Zoning Development Standards</p> <p>A. All property designated as a City landmark or that is located within a Historic Special Review District or Conservation District, according to the procedures set forth in this chapter, shall be subject to the controls, standards, and procedures set forth herein, as well as the bulk, use, setback, zoning, and other controls of the area in which it is presently located, and the owners of the property shall comply with the mandates of this chapter in addition to the land use and zoning requirements of the area in which such property is presently or may later be located. In the event of a conflict between the application of this chapter and other codes and ordinances of the City, the more restrictive shall govern, except where otherwise indicated.</p> <p>B. Neighborhood compatibility <u>Coordination with HMR-SRD</u>. In certain cases, application of the development standards in the HMR-SRD zoning district, as defined under TMC 13.06.448<u>100(B)</u>, including those for height, bulk, scale, and setbacks, may conflict with historic preservation standards or criteria and result in adverse effects to historic properties. For the purposes of TMC 13.06.448<u>100(B)</u>, properties subject to design review</p>	<p>13.07.070 in its entirety is proposed to be moved to 13.05.</p>
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and approval by the Landmarks Preservation Commission shall be exempted from the standards that conflict with the Landmarks Commission's application of historic preservation standards adopted pursuant to this chapter, including the Secretary of the Interior's Standards for the Rehabilitation and Guidelines for Rehabilitation of Historic Buildings and applicable Historic Special Review District Design Guidelines. The issuance of a Certificate of Approval for final design by the Landmarks Preservation Commission shall include specific references to any conflicts between the standards in this chapter and those in TMC 13.06.148F-100(B), and specifically request the appropriate exemptions.

- C. ~~Compatibility with downtown design standards~~ Coordination with Downtown Zoning. In certain cases, the application of design standards in ~~downtown zones~~ Downtown Tacoma zoning districts, as defined by TMC 13.06A, may conflict with historic preservation standards or criteria and result in adverse effects to historic properties. For the purposes of TMC 13.06A.070B, properties subject to design review and approval by the Landmarks Preservation Commission shall be exempted from the basic design standards that conflict with the Landmarks Commission's application of historic preservation standards adopted pursuant to this chapter, including the Secretary of the Interior's Standards for the Rehabilitation and Guidelines for Rehabilitation of Historic Buildings and applicable Historic Special Review District Design Guidelines. The issuance of a Certificate of Approval for final design by the Landmarks Preservation Commission shall serve as the Commission's findings as required in TMC 13.06A.070B.
- D. ~~Upon adoption of this ordinance, and for successive Historic and Conservation District designations, the Landmarks Preservation Commission shall adopt an official inventory of the historic properties that are within and found to contribute to the historic and architectural character of the respective district, as defined by the criteria and purposes contained within this chapter.~~

13.07.07X Commission Rules of Procedure and Administrative Guidelines

- A. The Commission shall adopt and maintain a Rules of Procedure document that provides for the following:
1. Application submittal requirements for nominations to the historic register, design review and demolition requests.
 2. Design guidelines for historic special review and conservation districts.
 3. Any amendments to the above shall be considered once annually concurrent with updates to the Commission bylaws, and shall require a public hearing.
- B. Historic District Inventories. The Commission shall adopt and maintain historic building inventories for buildings within Historic Special Review Districts that identify "Contributing" and "Non Contributing" properties. Architectural integrity, as it relates to materials, space, and composition in various periods of architecture, shall be respected and, to the extent possible, maintained in contributing properties. ~~Historic District property inventories shall be maintained and reviewed annually by the Commission and shall be kept on file and available to the public at the Historic Preservation Office.~~ The absence of a property on a historic inventory shall not preclude the Landmarks Preservation Commission's authority to review changes to such a property. If a property is not listed on the historic inventory for the district, the property shall be assumed to be contributing.

13.07.080 Special tax valuation – Local Review Board.

Pursuant to TMC 1.42 and authorized pursuant to WAC 254-20 (hereinafter referred to as the "State Act"), the Landmarks Preservation Commission is hereby designated as the Local Review Board to exercise the functions and duties of a local review board as defined and until such time as the City Council may either amend or repeal this provision or designate some other local body or committee as the Local Review Board to carry out such functions and duties.

13.07.085 Property eligible for special tax valuation.

The class of historic property which shall be eligible for special valuation in accordance with the State Act shall be property which is a historic property meeting the criteria or requirements as set forth and defined in the State Act, and which is designated as a City landmark by resolution of the City Council in accordance with the provisions of this chapter, or is a contributing property within a locally administered Historic Special Review District. ~~The Landmarks Preservation Commission shall act as the Local Review Board and enter into the covenants or~~

~~agreements referred to in Section 3(2) WAC 254-20-110 of the State Act and amendments thereto shall be subject to approval by resolution of the City Council and may be executed on behalf of the City and the Local Review Board by the appropriate officers of the City and the Local Review Board, as designated by the resolution approving such covenants or agreements.—~~

13.07.090 Certificate of approval.

- A. Certificate of Approval Required. Except where specifically exempted by this chapter, no person shall carry out or cause to be carried out any alteration of any City landmark, any building, site, structure or object proposed for designation as a City Landmark pursuant to TMC 13.07.050, or alteration or ~~construction~~ development of any new or existing structures, buildings, public rights-of-way, or other public spaces in any Historic Special Review or Conservation District, and no one shall remove or alter any sign or erect or place any new sign, and no permit for such activity shall be issued unless a Certificate of Approval has been issued by the Landmarks Preservation Commission or, subject to the limitations imposed by the Landmarks Preservation Commission pursuant to TMC 1.42, administrative approval has been granted by the Historic Preservation Officer.
- B. When a permit application is filed with Building and Land Use Services that requires a Certificate of Approval, the applicant shall be referred to the Historic Preservation Officer.

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~~A. Certificates of Approval. Pursuant to TMC 13.05xxx, development activities and alterations to City Landmarks and properties within Historic Special Review Districts and Conservation Districts.~~

~~B. Application Requirements. The Commission shall adopt a Rules of Procedure document, including application requirements and forms, and the Historic Preservation Officer shall make copies of said available to the public in electronic and hardcopy forms.~~

~~1. Applications for a Certificate of Approval shall be filed with the Historic Preservation Officer.—~~

~~2. The Historic Preservation Officer shall maintain and make available to the public application forms and specific requirements for application submittal, and shall include such requirements in the Landmarks Preservation Commission Rules of Procedure document.—The following information must be provided in order for the application to be complete, unless the Historic Preservation Officer indicates in writing that specific information is not necessary for a particular application:—~~

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~~a. Property name and building address;—~~

~~b. Applicant's name and address;—~~

~~c. Property owner's name and address;—~~

~~d. Applicant's telephone and e-mail address, if available;—~~

~~e. The building owner's signature on the application or, if the applicant is not the owner, a signed letter from the owners designating the applicant as the owner's representative;—~~

~~f. Confirmation that the fee required by the General Services Fee Schedule has been paid;—~~

~~g. Written confirmation that the proposed work has been reviewed by Building and Land Use Services, appears to meet applicable codes and regulations, and will not require a variance;—~~

~~h. A detailed description of the proposed work, including:—~~

~~(1) Any changes that will be made to the building or the site;—~~

~~(2) Any effect that the work would have on the public right of way or public spaces;—~~

~~(3) Any new construction;—~~

~~i. Twenty sets of scale plans, with all dimensions shown, of:—~~

~~(1) A site plan of all existing conditions, showing adjacent streets and buildings, and, if the project includes any work in the public right of way, the existing street uses, such as street trees and sidewalk displays, and another site plan showing proposed changes to the existing conditions;—~~

~~(2) A floor plan showing the existing features and a floor plan showing proposed new features;—~~

~~(3) Elevations and sections of both the proposed new features and the existing features;—~~

~~(4) Construction details, where appropriate;—~~

~~(5) A landscape plan showing existing features and plantings and a landscape plan showing proposed site features and plantings;—~~

- ~~j. Photographs of any existing features that would be altered and photographs showing the context of those features, such as the building facade where they are located;~~
- ~~k. If the proposal includes new finishes or paint, one sample of proposed colors and an elevation drawing or photograph showing the proposed location of proposed new finishes or paint;~~
- ~~l. If the proposal includes new signs, canopies, awnings, or exterior lighting:~~
 - ~~(1) Twenty sets of scale drawings of the proposed signs, awnings, canopies, or lighting showing the overall dimensions, materials, design graphics, typeface, letter size, and colors;~~
 - ~~(2) Twenty copies of details showing the proposed methods of attachment for the new signs, canopies, awnings, or exterior lighting;~~
 - ~~(3) For lighting, detail of the fixture(s) with specifications, including wattage and illumination color(s);~~
 - ~~(4) One sample of the proposed colors and materials;~~
- ~~m. If the proposal includes the removal or replacement of existing architectural elements, a survey of the existing conditions of the features that would be removed or replaced.~~

C. Applications for Preliminary Approval.

1. An applicant may make a written request to submit an application for a Certificate of Approval for a preliminary design of a project if the applicant waives, in writing, the deadline for a Commission decision on the subsequent design phase or phases of the project and agrees, in writing, that the decision of the Commission is immediately appealable by the applicant or any interested person(s).
2. The Historic Preservation Officer may reject the request if it appears that the review of a preliminary design would not be an efficient use of staff or Commission time and resources, or would not further the goals and objectives of this chapter.

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~~3. To be complete, an application for a Certificate of Approval for a preliminary design must include the following:~~

- ~~a. Building name and building address;~~
- ~~b. Applicant's name and address;~~
- ~~c. Building owner's name and address;~~
- ~~d. Applicant's telephone and e-mail address;~~
- ~~e. The building owner's signature on the application or a signed letter from the owners designating the applicant as the owner's representative, if the applicant is not the owner;~~
- ~~f. Confirmation that the fee required by the General Services Fee Schedule has been paid;~~
- ~~g. Written confirmation that the proposed work has been reviewed by Building and Land Use Services, appears to meet applicable codes and regulations, and will not require a Land Use variance;~~
- ~~h. A description of the proposed work, including:~~
 - ~~(1) General overview of any changes that will be made to the building or the site;~~
 - ~~(2) General effects that the work would have on the public right of way or public spaces;~~
- ~~i. Twenty sets of scale plans, as applicable, with all dimensions shown of:~~
 - ~~(1) A conceptual site plan of all existing conditions showing adjacent streets and buildings and, if the project includes any work in the public right of way, the existing street uses, such as street trees and sidewalk displays, and another site plan showing proposed changes to the existing conditions;~~
 - ~~(2) Elevations of both the proposed new features and the existing features;~~
- ~~j. Photographs of any existing features that would be altered and photographs showing the context of those features, such as the building facade where they are located;~~
- ~~k. If the proposal includes the removal or replacement of existing architectural elements, a survey of the existing conditions of the features that would be removed or replaced.~~

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4. A Certificate of Approval of a preliminary design shall be conditioned automatically upon the subsequent submittal of the final design and all of the information listed in Subsection C.2. above, and upon Commission approval prior to the issuance of any permits for work affecting the property.

13.07.095 Certificates of Approval – Process and standards for review.

A. The Landmarks Preservation Commission is the designated body that reviews and approves or denies applications for Certificates of Approval.

B. Review Process.

1. When an application for Certificate of Approval is received, the Historic Preservation Officer shall review the application and shall notify the applicant in writing within 28 days whether the application is complete or that the application is incomplete and what additional information is required before the application will be complete.
2. Within 14 days of receiving the additional information, the Historic Preservation Officer shall notify the applicant in writing whether the application is now complete or what additional information is necessary.
3. An application shall be deemed to be complete if the Historic Preservation Officer does not notify the applicant in writing, by the deadlines provided in this section, that the application is incomplete. A determination that the application is complete is not a determination that an application is vested.
4. The determination that an application is complete does not preclude the Historic Preservation Officer or the Landmarks Preservation Commission from requiring additional information during the review process if more information is needed to evaluate the application according to the criteria in this chapter and any rules adopted by the Commission.
5. Within 30 days after an application for a Certificate of Approval has been determined complete or at its next regularly scheduled meeting, whichever is longer, the Commission shall review the application to consider the application and to receive comments. Notice of the Commission’s meeting shall be served to the applicant and distributed to an established mailing list no less than three days prior to the time of the meeting.
6. The absence of the owner or applicant shall not impair the Commission’s authority to make a decision regarding the application.
7. Within 45 days after the application for a Certificate of Approval has been determined complete, the Landmarks Preservation Commission shall issue a written decision granting, or granting with conditions, or denying a Certificate of Approval, or if the Commission elects to defer its decision, a written description of any additional information the Commission will need to arrive at a decision, and shall provide a copy of its decision to the applicant and Building and Land Use Services.
8. A Certificate of Approval shall be valid for 18 months from the date of issuance of the Commission’s decision granting it unless the Commission grants an extension; provided, however, that a Certificate of Approval for actions subject to a permit issued by Building and Land Use Services shall be valid for the life of the permit, including any extensions granted in writing by Building and Land Use Services.

C. Standards for Review.

1. ~~In addition to any district rules, policies, or design guidelines for Historic Districts described elsewhere in this chapter, the~~ Landmarks Preservation Commission shall use the following as guidelines when evaluating the appropriateness of alterations to ~~City Landmarks~~ properties listed on the Tacoma Register of Historic Places, excepting applications for demolition:
 - a. ~~For properties individually listed on the Tacoma Register of Historic Places, the most current version of the Secretary of the Interior’s Guidelines for the Treatment of Historic Properties, Standards for Rehabilitation, published and maintained by the United States National Park Service, including, but not limited to Standards for Rehabilitation, Restoration, Preservation and Reconstruction, as appropriate to the proposed project, is the primary resource for evaluating appropriateness of rehabilitation projects. The Standards pertain to historic buildings of all materials, construction types, sizes, and occupancy and encompass the exterior and the interior, related landscape features and the building’s site and environment as well as attached, adjacent, or related new construction. The Standards are to be applied to specific rehabilitation projects in a reasonable manner, taking into consideration economic and technical feasibility. The basic standards are:~~
 - (1) A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
 - (2) The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

- (3) Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
 - (4) Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
 - (5) Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.
 - (6) Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
 - (7) Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
 - (8) Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
 - (9) New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
 - (10) New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.
 - b. For specific projects that involve Restoration, Preservation, or Reconstruction, the Secretary of the Interior's Standards for Rehabilitation, Restoration, Preservation, and Reconstruction, may be applied as appropriate to the proposed project.
 - c. For properties located within a Historic or Conservation District, district rules, policies, or design guidelines for Historic or Conservation Districts described in this chapter
 - d. Preservation briefs, and professional technical reports published by the National Park Service on various conservation and preservation practices.
2. Intent and Applicability
 - a. With regard to individually designated City Landmarks, the Standards are to be applied to ensure that any proposed development will neither adversely affect the exterior architectural features of the resource nor adversely affect the character or historical, architectural, or aesthetic interest or value of such resource and its site.
 - b. With regard to any property located within a historic district, Design Guidelines are to be applied to ensure that the proposed development conforms to the prescriptive standards for the district adopted by the commission and does not adversely affect the character of the district.
 3. These standards shall be filed and made available to any property owner and the public at the Historic Preservation Office of the City.

13.07.xxx Criteria for the Relocation of a City Landmark.

Relocating a historic structure usually diminishes its integrity, because the association with the original site is a key feature, and therefore it is not permitted in most cases. However, there may be extreme circumstances, in which a building is threatened in its present location and alternatives for preservation on site do not exist. In such a case, the following criteria should apply:

- A. The structure is threatened by further deterioration or loss in its present location.
- B. All alternatives to relocation have been reasonably considered.
- C. The original building and site condition will be accurately recorded before removing the structure from the existing site.
- D. Moving procedures are sufficiently planned to protect the key features of the structure.
- E. The relocation site provides an appropriate context similar to that of the original.
- F. A commitment is in place to complete the relocation and subsequent rehabilitation of the building.

G. There is adequate protection to assure continued preservation of the building at its relocated site.

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13.07.100 Demolition of City landmarks – Declaration of purpose.

- A. Historic resources in the City contribute to the general public welfare by fostering civic identity and pride, promoting a sense of local history and place, by encouraging public and private capital investment in underutilized buildings and infrastructure, and by educating the public about past ways of life, individuals, events, and architectural styles.
- B. Properties that are placed on the Tacoma Register of Historic Places, either as individual properties or as part of districts, have been determined, through a public process, to represent exceptional examples of a type of architecture, design, engineering, as exceptional examples of the environment at a particular point in history, as representative of historical patterns or events, or because of their exceptional educational or scholarly importance.
- C. It is the policy of the City to prevent unnecessary demolition of its City landmarks and to encourage investment in and adaptive reuse of underutilized historic resources. Approval of demolitions of City landmarks shall be granted only in special circumstances where it has been determined by the Landmarks Preservation Commission that the property owner has satisfactorily met the conditions and criteria imposed by this section.

13.07.110 Demolition of City landmarks – Application process.

- A. Permitting Timelines. Any City landmark for which a demolition permit application has been received is excluded from City permit timelines imposed by TMC 13.05.010.J.
- B. Certificate of Approval for Demolition of City Landmark Required. No person shall carry out or cause to be carried out demolition of a City landmark, and no demolition permit shall be issued for the same unless a Certificate of Approval for Demolition of a City Landmark has been issued by the Landmarks Preservation Commission, and all special and automatic conditions imposed on such approval have been determined satisfied by the Historic Preservation Officer.
 - 1. An application for a Certificate of Approval for Demolition of a City Landmark shall be filed with the Historic Preservation Officer. When a demolition permit application is filed with Building and Land Use Services, the applicant shall be referred to the Historic Preservation Officer.
 - 2. Determination of Complete Application. The Commission shall include in its Rules of Procedure document the requirements for a Demolition application.
 - a. The Historic Preservation Officer shall determine whether an application for historic building demolition is complete and shall notify the applicant in writing within 30 days of the application being filed, whether the application is complete or that the application is incomplete and what additional information is required before the application will be complete.
 - b. Within 14 days of receiving the additional information, the Historic Preservation Officer shall notify the applicant in writing, whether the application is now complete or what additional information is necessary.
 - c. An application shall be deemed to be complete if the Historic Preservation Officer does not notify the applicant in writing, by the deadlines in this section, that the application is incomplete. A determination that the application is complete is not a determination that an application is vested.
 - d. The determination that an application is complete does not preclude the Historic Preservation Officer or the Landmarks Preservation Commission from requiring additional information during the review process if more information is needed to evaluate the application according to the criteria in this chapter and in any rules adopted by the Commission.
 - 4. Application Review.
 - a. Preliminary Meeting.
 - (1) Once the application for historic building demolition has been determined to be complete, excepting the demolition fee, the Historic Preservation Officer shall schedule a preliminary briefing at the next available regularly scheduled meeting of the Landmark Preservation Commission.
 - (2) The purpose of this meeting is for the applicant and the Commission to discuss the project background and possible alternative outcomes, and to schedule a hearing date.
 - (3) To proceed with the application, the applicant shall request a public hearing, in writing, to consider the demolition application at the preliminary meeting.

- (4) At this meeting, the Landmarks Preservation Commission may grant the request for public hearing, or may request an additional 30 days from this meeting to distribute the application for peer review, especially as the material pertains to the rationale contained in the application that involves professional expertise in, but not limited to, engineering, finance, architecture or architectural history, and law, or, finding that the property in question is not contributing to the Historic District, may conditionally waive the procedural requirements of this section, provided that subparagraphs A and B, of Section 13.07.130, "Demolition of City Landmarks – Automatic conditions," are met.
 - (5) If a 30-day peer review is requested, the request for public hearing shall again be considered at the next regular meeting following the conclusion of the peer review period.
- b. Public Hearing.
- (1) Upon receiving such direction from the Landmarks Preservation Commission, and once the application fee has been paid by the applicant, the Historic Preservation Officer shall schedule the application for a public hearing within 90 days.
 - (2) The Historic Preservation Officer shall give written notice, by first-class mail, of the time, date, place, and subject of the meeting to consider the application for historic building demolition not less than 30 days prior to the meeting to all owners of record of the subject property, as indicated by the records of the Pierce County Assessor, and taxpayers of record of properties within 400 feet of the subject property.
 - (3) The Commission shall consider the merits of the application, comments received during peer review, and any public comment received in writing or during public testimony.
 - (4) Following the public hearing, there shall be an automatic 60-day comment period during which the Commission may request additional information from the applicant in response to any commentary received.
 - (5) At its next meeting following the public comment period, the Landmarks Preservation Commission shall make Findings of Fact regarding the application based on the criteria for consideration contained in this subsection. The Landmarks Preservation Commission may approve, subject to automatic conditions imposed by this subsection, the application or may deny the application based upon its findings of fact. This decision will instruct the Historic Preservation Officer whether or not he or she may issue written approval for a historic building demolition.

13.07.120 Demolition of City landmarks – Application requirements.

~~A. The Commission shall include in its Rules of Procedure document the requirements for a Demolition application. The following information must be provided in order for the application to be complete, unless the Historic Preservation Officer indicates in writing that specific information is not necessary for a particular application:~~

- ~~1. Building name and building address;~~
- ~~2. Applicant's name and address;~~
- ~~3. Building owner's name and address;~~
- ~~4. Applicant's telephone and e-mail address, if available;~~
- ~~5. The building owner's signature on the application, or a signed letter from the owners designating the applicant as the owner's representative if the applicant is not the owner;~~
- ~~6. Confirmation that the fee required by the City of Tacoma Fee Schedule has been paid;~~
- ~~7. Written confirmation that the demolition has been reviewed by Building and Land Use Services, appears to meet applicable codes and regulations, and will not require a land use variance or code waiver;~~
- ~~8. A detailed, professional architectural and physical description of the property in the form of a narrative report, to cover the following:~~
 - ~~a. Physical description of all significant architectural elements of the building;~~
 - ~~b. A historical overview;~~
 - ~~c. Elevation drawings of all sides;~~
 - ~~d. Site plan of all existing conditions showing adjacent streets and buildings and, if the project includes any work in the public right-of-way, the existing street uses, such as street trees and sidewalk displays;~~
 - ~~e. Photographs of all significant architectural elements of the building; and~~
 - ~~f. Context photographs, including surrounding streetscape and major sightlines.~~

Application Requirements will be included in Rules of Procedure

- ~~9. A narrative statement addressing the criteria in this subsection for Applications for Historic Building Demolitions, to include the following areas, as applicable:

 - ~~a. Architectural/historical/cultural significance of the building;~~
 - ~~b. Physical condition of the building;~~
 - ~~c. Future development plans for the site, including conceptual drawings, sketches, renderings, and plans.~~~~
- ~~10. Written proof, acceptable to the Landmarks Preservation Commission, of valid and binding financial commitments for the replacement structure is required before the permit can be issued, and should be submitted with the demolition request. This may include project budgets, funding sources, and written letters of credit.~~
- ~~11. A complete construction timeline for the replacement structure to be completed within two years, or a written explanation of why this is not possible.~~
- ~~12. Reports by professionally qualified experts in the fields of engineering, architecture, and architectural history or real estate finance, as applicable, addressing the arguments made by the applicant.~~

13.07.130 Demolition of City landmarks – Automatic conditions.

Following a demolition approval pursuant to this section, the following conditions are automatically imposed, except where exempted per TMC 13.07.110.B.3.a(4) and 13.07.150.C, and must be satisfied before the Historic Preservation Officer shall issue a written decision:

- A. For properties within a Historic Special Review or Conservation District, the design for a replacement structure is presented to and approved by the Landmarks Preservation Commission pursuant to the regular design review process as defined in this chapter; or, if no replacement structure is proposed for a noncontributing structure, the Commission may, at its discretion, waive this condition and 13.07.130.B and D;
- B. Acceptable proof of financing commitments and construction timeline is submitted to the Historic Preservation Officer;
- C. Documentation of the building proposed for demolition that meets Historic American Building Survey (“HABS”) standards or mitigation requirements of the Washington State Department of Archaeology and Historic Preservation (“DAHP”), as appropriate, is submitted to the Historic Preservation Office and the Northwest Room of the Tacoma Public Library;
- D. Building and Land Use Service permits for the replacement are ready for issue by Building and Land Use Services, and there are no variance or conditional use permit applications outstanding;
- E. Any additional mitigation agreement, such as relocation, salvage of architectural features, interpretation, or deconstruction, proposed by the applicant is signed and binding by City representatives and the applicant, and approved, if necessary, by the City Council; and
- F. Any conditions imposed on the demolition have been accepted in writing (such as salvage requirements or archaeological requirements).

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13.07.140 Demolition of City landmarks – Standards and criteria for review.

In addition to the stated purposes and findings located in this chapter, the Landmarks Preservation Commission shall address the following issues when considering an application for historic building demolition:

- A. The reasonableness of any alternatives to demolition that have been considered and rejected, that may meet the stated objectives of the applicant;
- B. The physical, architectural, or historic integrity of the structure in terms of its ability to convey its significance, but not including any damage or loss of integrity that may be attributable to willful neglect;
- C. The importance of the building to the character and integrity of the surrounding district; and
- D. Any public or expert commentary received during the course of the public comment and peer review periods.
- E. Economic Hardship: A City Landmark be demolished if the Landmarks Preservation Commission finds, pursuant to the Criteria for Economic Hardship located in Chapter 13.05.xxx, that maintenance, use and/or alteration of the resource in accordance with the requirements of this chapter would cause immediate and substantial hardship on the property owner(s) because of rehabilitation in a manner which preserves the historic integrity of the resource:
 1. Is infeasible from a technical, mechanical, or structural standpoint, and/or
 2. Would leave the property with no reasonable economic value because it would require an unreasonable

expenditure taking into account such factors as current market value, permitted uses of the property, the value of transferable development rights and the cost of compliance with applicable local, state, and federal codes.

13.07.150 Demolition of City Landmarks – Specific exemptions.

The following are excluded from the requirements imposed by this chapter but are still subject to Landmarks Preservation Commission approval for exterior changes as outlined elsewhere in this chapter.

- A. Demolition of accessory ~~structures~~ buildings, including garages and other outbuildings, and noncontributing later additions to historic buildings, where the primary structure will not be affected materially or physically by the demolition and where the accessory or addition is not specifically designated as a historic structure of its own merit;
- B. Demolition work on the interior of a City landmark or object, site, or improvement within a Historic Special Review or Conservation District, where the proposed demolition will not affect the exterior of the building and where no character-defining architectural elements specifically defined by the nomination will be removed or altered; and
- C. Objects, sites, and improvements that have been identified by the Landmarks Preservation Commission specifically as noncontributing within their respective Historic Special Review or Conservation District buildings inventory at the preliminary meeting, provided that a timeline, financing, and design for a suitable replacement structure have been approved by the Landmarks Preservation Commission pursuant to Section 13.05.XX of this chapter, or such requirements have been waived pursuant to TMC 13.05.xxA.

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13.05.xxx Economic Hardship

- A. After receiving written notification from the Commission of the denial of Certificate of Approval, an applicant may commence the hardship process. No building permit or demolition permit shall be issued unless the Commission makes a finding that hardship exists.
- B. When a claim of economic hardship is made due to the effect of this ordinance, the owner must prove that:
 - 1. the property is incapable of earning a reasonable return, regardless of whether that return represents the most profitable return possible;
 - 2. the property cannot be adapted for any other use, whether by the current owner or by a purchaser, which would result in a reasonable return; and
 - 3. efforts to find a purchaser interested in acquiring the property and preserving it have failed.
- C. The applicant shall consult in good faith with the Commission, local preservation groups and interested parties in a diligent effort to seek an alternative that will result in preservation of the property. Such efforts must be shown to the Commission.
 - 1. The Commission shall hold a public hearing on the application within sixty (60) days from the date the complete application is received by the Historic Preservation Officer. Following the hearing, the Commission has thirty (30) days in which to act on the application. Failure to act on the hardship application within the (30) day timeframe will waive the Certificate of Approval requirement for permitting.
 - 2. All decisions of the Commission shall be in writing.
 - 3. The Commission s decision shall state the reasons for granting or denying the hardship application.
 - 4. Denial of a hardship application may be appealed by the applicant within (14) business days to the Hearing Examiner after receipt of notification of such action.
- D. Economic Evidence. The following shall be required for an application for economic hardship to be considered complete:
 - 1. For all property:
 - a. The amount paid for the property;
 - b. The date of purchase, the party from whom purchased, and a description of the business or family relationship, if any, between the owner and the person from whom the property was purchased;
 - c. The cost of any improvements since purchase by the applicant and date incurred;
 - d. The assessed value of the land, and improvements thereon, according to the most recent assessments;
 - e. Real estate taxes for the previous two years;
 - f. Annual debt service, if any, for the previous two years;

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- g. All appraisals obtained within the previous five years by the owner or applicant in connection with his or her purchase, financing or ownership of the property;
- h. Any listing of the property for sale or rent, price asked and offers received, if any;
- i. Any consideration by the owner for profitable and adaptive uses for the property, including renovation studies, plans, and bids, if any; and
- 2. For income-producing property:
 - a. Annual gross income from the property for the previous four years;
 - b. Itemized operating and maintenance expenses for the previous four years;
 - c. Annual cash flow for the previous four years.

13.07.160 Appeals to the Hearing Examiner-

- ~~A. Referral to the Hearing Examiner. The Landmarks Preservation Commission shall refer to the Hearing Examiner for public hearing all final decisions regarding applications for certificates of approval where the property owners, any interested parties of record, or applicants file with the Landmarks Preservation Commission, within 10 days of the date on the decision, written notice of appeal of the decision or attached conditions.~~
- ~~B. Form of Appeal. An appeal of the Landmarks Preservation Commission shall take the form of a written statement of the alleged reason(s) the decision was in error, or specifying the grounds for appeal. The following information shall be submitted:

 - ~~a. An indication of facts that establish the appellant's standing;~~
 - ~~b. An identification of explicit exceptions and objections to the decision being appealed, or an identification of specific errors in fact or conclusion;~~
 - ~~c. The requested relief from the decision being appealed;~~
 - ~~d. Any other information reasonably necessary to make a decision on appeal.~~~~Failure to set forth specific errors or grounds for appeal shall result in a summary dismissal of the appeal.~~~~
- ~~C. The Hearing Examiner shall conduct a hearing in the same manner and subject to the same rules as set forth in TMC 1.23.~~
- ~~D. The Hearing Examiner's decision shall be final. Any petition for judicial review must be commenced within 21 days of issuance of the Hearing Examiner's Decision, as provided for by TMC 1.23.060 and RCW 36.70C.040.~~

This section is redundant to the Appeals process in 13.05, which will be amended to include Landmarks Commission decisions.

13.07.165 Appeals to the Hearing Examiner – Factors to be considered.

- A. The Hearing Examiner, in considering the appropriateness of any exterior alteration of any City landmark, shall give weight to the determination and testimony of the consensus of the Landmarks Preservation Commission and shall consider:
 - 1. The purposes, guidelines, and standards for the treatment of historic properties contained in this chapter, and the goals and policies contained in the Culture and History Element of the Comprehensive Plan;
 - 2. The purpose of the ordinance under which each Historic Special Review or Conservation District is created;
 - 3. For individual City landmarks, the extent to which the proposal contained in the application for Certificate of Approval would adversely affect the specific features or characteristics specified in the nomination to the Tacoma Register of Historic Places;
 - 4. The reasonableness, or lack thereof, of the proposal contained in the application in light of other alternatives available to achieve the objectives of the owner and the applicant; and
 - 5. The extent to which the proposal contained in the application may be necessary to meet the requirements of any other law, statute, regulation, code, or ordinance.
- B. When considering appeals of applications for demolition decisions, in addition to the above, the Hearing Examiner shall refer to the Findings of Fact made by the Landmarks Preservation Commission in addition to the demolition criteria for review and other pertinent statements of purpose and findings in this chapter.
- C. The Examiner may attach any reasonable conditions necessary to make the application compatible and consistent with the purposes and standards contained in this chapter.

To be moved to TMC 13.05

13.07.170 Ordinary maintenance or repairs.

Nothing in this chapter shall be construed to prevent the ordinary maintenance or repair of any exterior architectural feature of any City landmark, which maintenance or repair does not involve a change in design, material, or the outward appearance thereof.

To be moved to TMC 13.05

* * *

13.07.270 Guidelines for building design and streetscape improvement review.

- A. Intent. The Landmarks Preservation Commission shall adopt Guidelines for Building Design and Streetscape Review for the Union Depot/Warehouse Historic District and Union Station Conservation District to be used as the basis for design review for rehabilitation, new construction development, and public amenities within the districts. These guidelines are intended to ensure a certainty of design quality within the Historic Special Review District and Union Station Conservation District, protect the historic fabric of the districts, enhance the economic viability of the districts through the promotion of their architectural character, and provide a clear set of physical design parameters for property owners, developers, designers, and public agencies.
- B. The ~~following guidelines are intended to~~ shall provide a set of basic standards for architectural and physical design within the Union Station districts. Although the guidelines will be used by the Landmarks Preservation Commission as a baseline for the design review process, but they will do not supersede the authority of the Commission to exercise its judgment and discretion on a case-by-case basis. The guidelines are also set forth to provide assistance to owners, developers, and designers involved in project planning by providing general design and technical recommendations.
- C. ~~From time to time,~~ The Landmarks Preservation Commission may ~~adopt policies and administrative rules for the purpose of amend these guidelines for the purpose of~~ clarify and assist property owners in interpreting these guidelines. Any such changes to the rules or policies shall be adopted by quorum vote following a public hearing and, once adopted, shall be made available to the public in electronic and printed formats.
- ~~D. Design Guidelines. The following predominant historic building elements shall be recognized as essential to the districts' historic image and used as the basis for design review of proposals for rehabilitation of existing buildings and review of new construction development within the districts:~~
 - ~~1. Height. The centerpiece and height benchmark for the districts is the Union Station, with its dome cap height of approximately 96 feet above Pacific Avenue. Wing parapet walls are 30 feet in height above Pacific Avenue. No new buildings constructed in the districts shall exceed 85 feet in height. In the rehabilitation of existing buildings, their existing height should be maintained and the parapets and cornices should be kept intact. Any rooftop additions, penthouses, building systems equipment, or roof-mounted structures should be set back from existing parapet walls sufficiently to conceal them from view from street level.~~
 - ~~2. Scale. Scale refers to a building's comparative relationship to neighboring buildings and its fit within the districts. The typical four-story building in the districts is 50 feet wide and 100 feet deep. Two such "basic blocks" side by side are proportionally similar to the main section of Union Station and illustrate the scale and size of structural components in the districts. Scale is also determined by the proportions of the architectural elements within the composition of the individual building facades. Exterior building facades shall be of a scale compatible with surrounding buildings and shall maintain a zero setback from the sidewalk. Window and door proportions, including the size and design of the wood sash and frame floor height, floor shapes, street elevations, and other elements of the building facades, shall relate to the scale of the surrounding buildings.~~
 - ~~3. Materials. The predominant building material within the districts is masonry, including brick, granite, and terracotta. Rehabilitation of existing buildings and construction of infill buildings shall utilize masonry as the predominant building material.~~
 - ~~4. Minimum Maintenance. All contributing historic buildings in the districts shall be maintained against decay and deterioration caused by neglect or defective or inadequate weather protection.~~
 - ~~5. Storefront Design. A major character defining feature of the buildings within the districts is the storefront. The composition of the storefronts is consistent from one building to the next, and serves as a unifying feature of the districts by forming a continuity along the street. Preservation of the storefront is essential to the maintenance of the districts' image and character. Rehabilitation of an existing building shall include preservation of the~~

To be moved to Rules of Procedure document.

~~existing storefront or reconstruction of a new storefront which is compatible with the original in scale, size, and material. New construction shall also include storefronts. Street level retail sales and service uses, as described and defined in TMC 13.06, should be strongly considered for ground floor use along Pacific Avenue in order to more effectively implement storefront design.~~

- ~~6. Awnings. Awnings have been a traditional addition to the facades of buildings within the districts and shall be encouraged within the districts as a functional exterior feature. All awnings shall be compatible with the historic character of the buildings and shall be based in design upon historic counterparts. They shall also:
 - ~~a. Reflect the shape and character of the window openings;~~
 - ~~b. Be, or appear to be, retractable in the form of historic awnings;~~
 - ~~c. Constructed with canvas like fabric rather than high gloss in texture;~~
 - ~~d. Not be back lit or translucent;~~
 - ~~e. Be in colors and/or patterns which complement the building and have basis in the historic record;~~
 - ~~f. Be attached to the buildings in a manner which does not permanently damage the structure or obscure significant architectural features.~~~~
- ~~7. Signs.
 - ~~a. General.
 - ~~(1) All new exterior signs and all changes in the appearance of existing exterior signs require Landmarks Preservation Commission approval. This includes changes in message or colors on pre-existing signs.~~
 - ~~(2) If there is a conflict between these standards and the requirements in the City's Sign Code, the more strict requirement shall apply.~~~~
 - ~~b. Location and Size of Signs.
 - ~~(1) Signs shall not dominate the building facades or obscure their architectural features (arches, transom panels, sills, moldings, cornices, windows, etc.).~~
 - ~~(2) The size of signs and individual letters shall be of appropriate scale for pedestrians and slow moving traffic. Projecting signs shall generally not exceed nine square feet on first floor level.~~
 - ~~(3) Signs on adjacent storefronts shall be coordinated in height and proportion. Use of a continuous sign band extending over adjacent shops within the same building is encouraged as a unifying element.~~
 - ~~(4) Portable reader board signs located on sidewalks, driveways, or in parking lots are prohibited.~~
 - ~~(5) Existing historic wall signs are a contributing element within the district and should be restored or preserved in place. New wall signs shall generally be discouraged.~~~~
 - ~~c. Messages and Lettering Signs.
 - ~~(1) Messages shall be simple and brief. The use of pictorial symbols or logos is encouraged.~~
 - ~~(2) Lettering should be of a traditional block or curvilinear style which is easy to read and compatible with the style of the building. No more than two different styles should be used on the same sign.~~
 - ~~(3) Letters shall be carefully formed and properly spaced so as to be neat and uncluttered. Generally, no more than 60 percent of the total sign area shall be occupied by lettering.~~
 - ~~(4) Lettering shall be generally flat or raised.~~~~
 - ~~d. Color.
 - ~~(1) Light colored letters on a dark colored background are generally required as being more traditional and visually less intrusive in the context of the Union Station District's predominantly red brick streetscapes.~~
 - ~~(2) Colors shall be chosen to complement, not clash with, the facade color of the building. Signs should normally contain not more than three different colors.~~~~
 - ~~e. Materials and Illumination
 - ~~(1) Use of durable and traditional materials (metal and wood) is strongly encouraged. All new signs shall be prepared in a professional manner.~~
 - ~~(2) In general, illumination shall be external, non-flashing, and non-glare.~~
 - ~~(3) Internal illumination is generally discouraged, but may be appropriate in certain circumstances, such as:
 - ~~(i) Individual back lit letters silhouetted against a softly illuminated wall.~~
 - ~~(ii) Individual letters with translucent faces, containing soft lighting elements inside each letter.~~~~~~~~

~~(iii) Metal faced box signs with cut out letters and soft glow fluorescent tubes.~~

~~However, such signs are generally suitable only on contemporary buildings.~~

~~(4) Neon signs may be permitted in exceptional cases where they are custom designed to be compatible with the building's historic and architectural character.~~

~~f. Other Stylistic Points~~

~~(1) The shape of a projecting sign shall be compatible with the period of the building to which it is affixed, and shall harmonize with the lettering and symbols chosen for it.~~

~~(2) Supporting brackets for projecting signs should complement the sign design, and not overwhelm or clash with it. They must be adequately engineered to support the intended load, and generally should conform to a 2:3 vertical horizontal proportion. Screw holes must be drilled at points where the fasteners will enter masonry joints to avoid damaging bricks, etc.~~

~~8. Color. Building colors should contribute to the distinct character of the historic building. Original building colors should be researched and considered in any new color scheme. Whether contrasting or complementary, the colors should reflect the design of the building. Building colors should utilize a limited palette. Colors should be selected to emphasize building form and highlight major features of the building. Color schemes using several colors should be avoided and surfaces which are not historically painted should not be painted.~~

~~9. Views. All new construction in the Union Station District should be designed to preserve existing views and vistas. Of particular importance are views of Commencement Bay, Mount Rainier, and Union Station.~~

~~B. Streetscape Guidelines. Streetscaping is essential in the development of the districts in order to create value and enhance private development efforts. Proper design of streetscapes and public open spaces provides a unifying theme and unique identity for the districts, complements and extends the presence of Union Station, encourages pedestrian circulation, and creates a gateway to downtown and the waterway. The pattern of traffic routes and open space is based upon the historic function of the district and has a direct relation to such physical features as views from the upper floors of the building, sunlight, facade visibility, and streetscape appearance. Any significant loss or reconfiguration of existing open space and street corridors is discouraged.~~

~~The following improvements are to be encouraged:-~~

~~1. Sidewalk paving. Paving should be of brick or brick and brushed concrete. Existing granite curbs should be maintained or reconstructed, where possible.~~

~~2. Street paving. Where feasible, historic street paving and gutters, either brick or cobblestone, should be preserved and restored.~~

~~Where feasible, existing railroad or streetcar rails should be preserved in place.~~

~~3. Streetlights. Historic streetlights should be used throughout the district as unifying elements.~~

~~G. The Landmarks Preservation Commission may, at its discretion, waive mandatory requirements imposed by Section 13.07.290 of this chapter. In determining whether a waiver is appropriate, the Landmarks Preservation Commission shall require an applicant to demonstrate by clear and convincing evidence that, because of special circumstances not generally applicable to other property or facilities, including size, shape, design, topography, location, or surroundings, the strict application of those mandatory requirements of Section 13.07.290 would be unnecessary to further the purposes of this chapter. Such waiver shall not exceed the requirements set forth in the underlying zoning district, except where specifically provided for in TMC 13.06A.070.B.~~

13.07.280 Union Depot/Warehouse Historic Special Review and Union Station Conservation Districts – Specific exemptions.

A. The following actions are exempt from the requirements imposed pursuant to this chapter:

1. Any alterations to non-contributing properties, as defined by the District Inventory adopted by the Commission and kept on file at the Historic Preservation Office; provided, that the demolition of such structures is not exempt from the provisions of this chapter; and

2. Interior alterations to existing properties, unless those modifications affect the exterior appearance of the structure. (Ord. 27429 § 3; passed Nov. 15, 2005)

B. In addition to the above, following actions are exempt from the provisions of this Chapter and TMC 13.05.xxx within the Union Station Conservation District:

1. Modifications to buildings 50 years of age or newer.

2. Applications for sign permits.

To be moved to TMC 13.05

13.07.290 Designation of the North Slope Historic Special Review District – Purpose.

- A. In order that the North Slope Neighborhood and buildings within the Neighborhood may not be injuriously affected; to promote the public welfare; to provide for the enhancement of the North Slope Neighborhood and its structures, thereby contributing to the social, cultural, and economic welfare of the citizens of Tacoma by developing an awareness of Tacoma’s historic heritage, maintaining productive and useful structures, and attracting visitors to the City; and in order that a reasonable degree of control may be exercised over the siting, development and architecture of public and private buildings erected in the North Slope Neighborhood so that the goals set forth in this section and in this chapter may be realized, there is hereby created the North Slope Historic Special Review District, the boundaries of which are more particularly described in Section 13.07.340 hereof.
- B. The North Slope Neighborhood and the buildings therein reflect significant aspects of Tacoma’s early history, architecture, and culture. Such historic, architectural, and cultural significance is also reflected in the architectural cohesiveness of the neighborhood. For the foregoing reasons, many of the features contained in the buildings and structures in the Neighborhood should be maintained and preserved.
- C. Except where specifically exempted by TMC 13.07.095 and TMC 13.07.330, all visible alterations and ~~construction~~ development within the historic district boundaries, including alterations to elements and spaces within the public rights-of-way, are subject to the review and approval of the Landmarks Preservation Commission prior to the initiation of work.

* * *

13.07.320 Guidelines for building design and streetscape improvement review of the North Slope Historic Special Review District.

- A. Intent. The Landmarks Preservation Commission shall adopt Guidelines for Building Design and Streetscape Review ~~These guidelines are intended~~ to ensure a certainty of design quality within the North Slope Historic Special Review District, protect the historic fabric of the district, enhance the economic vitality of the district through promotion of its architectural character, and provide a clear set of physical design parameters for property owners, developers, designers, and public agencies. ~~These~~ guidelines are hereby established as the design review guidelines for rehabilitation, new construction, and public amenities, including street furniture, streetlighting, paving and sidewalks, and street trees and planting strips.
- B. Architectural integrity, as it relates to scale, proportion, texture, color, compatible materials, space, and composition in various periods of architecture, should be respected and, to the extent possible, maintained in contributing properties.
- C. ~~The following~~ guidelines are also intended to provide a basic set of standards for architectural and physical design within the North Slope Historic Special Review District. ~~These~~ guidelines will be used by the Tacoma Landmarks Preservation Commission as a base-line for the design review process. These guidelines will also assist owners, developers, and designers involved in project planning by providing general design and technical recommendations. When applying the guidelines, the Commission will be considerate of clearly documented cases of economic hardship or deprivation of the owner’s reasonable use of the property.
- D. ~~From time to time,~~The Landmarks Preservation Commission may ~~adopt policies and administrative rules-~~ amend the guidelines for the purpose of clarifying and assisting property owners in interpreting these guidelines. Any such ~~rules or policies~~amendments shall be adopted by quorum vote following a public hearing, and, once adopted, shall be made available to the public in electronic and printed formats.
- E. For certain common types of City-managed projects, and for certain projects within the City right-of-way, including streetlighting, sidewalk repair and similar alterations within the right-of-way, the City Public Works Department may propose “standard specifications” for programmatic review and adoption by the Commission, in lieu of case-by-case reviews. Any such standards, rules or policies shall be adopted by quorum vote and, once adopted, shall be made available to the public in electronic and printed formats.
- F. ~~Design Guidelines. The following predominant building elements in the district shall be recognized as essential to the historic image of the neighborhood, and shall, along with the Secretary of the Interior’s Standards for the Rehabilitation of Historic Buildings, be utilized as the basis for design review of proposals for rehabilitation and new construction within the district-~~

To be moved to Rules of Procedure document.

3. ~~Height. Goal: Balance the overall height of new construction with that of nearby structures. In the rehabilitation of existing buildings, the present height of the structure should remain intact. New buildings should step down to be comparable in height to adjacent structures.~~
4. ~~Scale. Goal: Relate the size and proportion of new buildings to those of the neighborhood. Scale refers to a building's comparative relationship to neighboring structures, and its fit within the district. Building facades should be of a scale compatible with surrounding buildings, and maintain a comparable setback from the property line to adjacent buildings as permitted by applicable zoning regulations.~~
 Scale is also determined by the proportions of the architectural elements within the composition of the individual building facades. Window and door proportions (including the design of sash and frames), floor heights, floor shapes, roof shapes and pitches, and other elements of the building exterior should relate to the scale of the neighborhood
5. ~~Massing. Goal: Break up the facades of buildings into smaller varied masses, comparable to those contributing buildings in the neighborhood. Variety of forms is a distinguishing characteristic of the North Slope residential community. Smaller massing—the arrangement of facade details, such as projections and recesses—and porches all help to articulate the exterior of the structure and help the structure fit into the neighborhood.~~
6. ~~Sense of Entry. Goal: Emphasize entrances to structures. Entrances should be located on the front facade of the building and highlighted with architectural details such as raised platforms, porches, or porticos to draw attention to the entry. Entrances not located on the front facade should be easily recognizable from the street.~~
7. ~~Roof Shapes and Materials. Goal: Utilize traditional roof shapes, pitches, and compatible finish materials on all new structures, porches, additions, and detached outbuildings wherever such elements are visible from the street. Maintain the present roof pitches of existing pivotal, primary, and secondary buildings where such elements are visible from the street.~~
 Typically, the existing historic buildings in the neighborhood either have gable roofs with the slopes of the roofs between 5:12 to 12:12 or more, and with the pitch oriented either parallel to or perpendicular to the public right of way, or have hipped roofs with roof slopes somewhat lower. Most roofs also have architectural details such as cross gables, dormers, and/or widow's walks to break up the large sloped planes of the roof. Wide roof overhangs, decorative eaves or brackets, and cornices can be creatively used to enhance the appearance of the roof.
8. ~~Exterior Materials. Goals: Use compatible materials that respect the visual appearance of the surrounding buildings. Buildings in the North Slope Neighborhood were sided with shingles or with lapped, horizontal wood siding of various widths. Subsequently, a few compatible brick or stucco covered structures were constructed, although many later uses of these two materials do not fit the character of the neighborhood. Additions to existing buildings should be sided with a material to match, or be compatible with, the original or existing materials. New structures should utilize exterior materials similar to those typically found in the neighborhood.~~
9. ~~Rhythm of Openings. Goals: Respect the patterns and orientations of door and window openings as represented in the neighboring buildings. Typically, older buildings have doors and transoms that matched the head height of the adjacent windows. Doors also tend to be paneled or contain glazed openings. Windows are vertically oriented. Large horizontal expanses of glass are created by ganging two or more windows into a series. Most windows are either single or double hung, with a few casement windows being incorporated into the designs. Many of the buildings had the upper sash articulated into smaller panels, either with muntin bars, leaded glazing, or arches. Most older windows were also surrounded with substantial trim pieces or window head trim.~~
10. ~~Additional Construction. Goal: Sensitively locate additions, penthouses, buildings systems equipment, or roof mounted structures to allow the architectural and historical qualities of the contributing building to be dominant. While additions to contributing buildings in historic districts are not discouraged, they should be located to conceal them from view from the public right of way. Some new additions, such as the reconstruction of missing porches or the addition of dormers in the roof, may need to be located on the front facade of the building. When an addition is proposed for the front of the building, appropriate and sensitive designs for such modifications should follow the guidelines for scale, massing, rhythm, and materials.~~

To be moved to Rules of Procedure document.

~~11. Parking. Goal: Minimize views of parking and garages from the public right of way. Most early houses provided space for storing various means of transportation, from horses and carriages to automobiles; however, these structures were nearly always entered from the alley rather than from the street. Parking lots and banks of garage doors along the front facade of a building do not conform to the character of the neighborhood. Off street parking lots have no historic precedent in this neighborhood, and should be located behind the building and away from the street. Proposed residential driveway approaches requiring curbeuts off a street or arterial are generally prohibited, unless the applicant can demonstrate by clear and convincing evidence that, because of special circumstances not generally applicable to other property or facilities, including size, shape, design, topography, location, or surroundings, the strict application of this standard prevents alley accessed parking. If approved, such curbeuts and approaches shall be consistent with the standards approved for the historic district and on file in the Public Works Department. Setting garages and carport structures back from the front of the building reduces their visual importance.~~

To be moved to Rules of Procedure document.

~~12. Signage. Goal: New signs for existing and new buildings shall complement the architecture and style of the residential neighborhood. Signs should not dominate the building facades or obscure the structure's architectural features. Colors, materials, and lettering should be appropriate to the character of the surroundings and be compatible with the building's period and style. Care should be taken not to damage historic building materials in the installation process.~~

~~G. Street Improvements. The architectural character of the district is significantly enhanced by the complementary residential nature of existing street amenities, including brick and cobblestone street paving, historic streetlights, planting strips, sidewalks, historic scoring patterns in walks and driveways, healthy trees, and a restrained use of signage. These elements should be retained or enhanced. Installation, repair, or replacement of streetlights, curbs, alley approaches, sidewalks, and street surfaces shall be consistent with the standards approved for the historic district and kept on file with the Public Works Department.~~

13.07.330 North Slope Historic Special Review District – Specific Exemptions.

The following actions are exempt from the requirements imposed pursuant to this chapter:

- A. Any alterations to non-contributing properties as defined by the District Inventory adopted by the Commission and kept on file at the Historic Preservation Office; provided, that modifications to accessory ~~structures~~buildings and the demolition of noncontributing or accessory ~~structures~~buildings are not exempt from the provisions of this chapter;
- B. Interior modifications to existing structures, unless those modifications affect the exterior appearance of the structure;
- C. Any alterations to private residential structures that are specifically exempted from permit requirements in the Residential Building Code as adopted by the City (such as painting and minor repairs such as caulking or weather-stripping);
- D. The installation, alteration, or repair of public and private plumbing, sewer, water, and gas piping systems, where no Right-of-Way restoration is required;
- E. The installation, alteration, or repair of public and private electrical, telephone, and cable television wiring systems, provided that the installation of solar panels, wind generators, and cellular antenna towers is not exempt;
- F. The landscaping of private residences;
- G. The maintenance of existing parking conditions and configurations, including curb cuts, driveways, alleys, and parking lots (new installations are subject to review by the Commission per TMC 13.07.320.F(9));
- H. Signs not exceeding the limitations for a home occupation permit and those installed by the City for directional and locational purposes.
- I. The following types of projects within the public rights-of-way: ADA accessibility ramps and installations, in-road work, traffic signaling equipment, utility markers, and equipment required by the United States Postal Service.

* * *

CHAPTER 13.06 - ZONING

13.06.510 Off-street parking and storage areas.

A. Purpose. To ensure the safe and adequate flow of traffic in public right-of-way, it is deemed in the interest of the public health, safety, and general welfare that off-street parking areas be required as a necessary part of the development and use of land, and to ensure that required parking areas are designed to perform in a safe and efficient manner.

Minimum parking requirements are particularly important in order to ensure resident, visitor, customer, and employee parking within reasonable distance to the uses served, reduce congestion on adjacent streets; and to minimize, to the extent possible, spillover parking into adjacent residential areas. The requirements herein set forth are also established to discourage under-used parking facilities and to minimize the amount of land dedicated to parking, consistent with the Comprehensive Plan, that encourages economic development, transit use, carpooling, energy conservation, and air quality improvement by providing for: only the minimum number of stalls necessary, compact stalls, shared parking between uses, transportation demand management, and incentives for reducing the size of parking areas.

Applicability. Buildings, structures, or uses hereafter established, built, enlarged, increased in capacity, or changed in principal use in all districts shall provide the following off-street parking areas:

1. Off-street parking spaces - quantity. The quantity of off-street parking shall be provided in accordance with the standards of the tables below.

a. Fractions. Fractions resulting from required parking calculations will be rounded up or down to the nearest whole number.

b. Multiple uses. Where an establishment on a lot contains multiple types of uses, the required parking spaces shall be equal to the total spaces determined by computing each use type separately, except where specifically stated otherwise herein.

c. Use not listed. In the case of a use not specifically mentioned in this section, the requirements for off-street parking facilities shall be determined by the City Traffic Engineer. Such determination shall be based upon the requirements for the use specified in this section that is most nearly comparable to the unspecified use and traffic engineering principles and studies.

d. Historic buildings and sites. Structures and sites that are listed on the Tacoma Register of Historic Places shall be exempt from all parking quantity requirements.

* * *

CHAPTER 13.06A - DOWNTOWN

13.06A.060 Development standards.

Development Standards Table.

Districts	Maximum Allowable Floor Area Ratio (FAR) ¹						Height Limits	Non-Res Parking ^{2,3,4,6}	
	“As of Right”		With Design Standards		With Special Features			Min	Max
	Non-Res	Res	Non-Res	Res	Non-Res	Res		(stalls/floor area sf) ⁵	
DCC	3	3	6	6	12	12	400'	2.4/1000	3.6/1000
DMU	2	3	4	5	6	7	100'	2.4/1000	3.6/1000
DR	1	2	2	4	4	6	90'	1.2/1000	3.6/1000
WR	3	4	4	5	6	7	100'	1.2/1000	3.6/1000

Notes:

1. The FAR for non-residential and residential uses within a given development are individually calculated and may be added together for a cumulative total, provided that the respective maximum FAR for each use is not exceeded. For example, in the DCC, an “as-of-right” development may have a total FAR of 6, with a FAR of 3 in non-residential use and a FAR of 3 in residential use in a single development.
2. For the purposes of calculating maximum allowable FAR, hotels shall be considered a residential use.
3. A minimum FAR of 1 shall be achieved for structures within the Downtown Commercial Core district. The gross floor area shall be used to calculate the minimum FAR.
4. Building Height will be measured consistent with the applicable Building Code, Height of Building and excludes parapets, mechanical penthouses, elevator overruns and machine rooms, and decorative architectural features (e.g., spires, towers, pergolas, pyramids, pitched roofs) not intended for residential, office or retail space.
5. Maximum Building Height within 150’ east of the centerline of the right-of-way of Yakima Avenue shall be 60 feet, in order to create a transition to lower-rise residential development to the west.
6. Minimum parking ratios for non-residential development located east of Market Street, or located east of Jefferson Avenue from South 21st to South 28th streets shall be reduced by 50 percent in recognition of the availability of transit.
7. The first 3,000 square feet of each street level establishment, whether inside or outside the IFSA, is exempt from parking requirements.
8. Maximum parking ratios may be exceeded for providing parking available to the public and which is not dedicated to individual owners, tenants and lessees of the building.
9. Tandem parking is permitted only for residential development subject to approval of the Traffic Engineer.
10. Development shall also comply with the requirements of 13.06.510(C) Loading Spaces.
11. No variances shall be granted to these development standards unless otherwise indicated.
12. Buildings lawfully in existence on January 10, 2000, the time of reclassification to the above districts, including buildings within the IFSA, do not need to conform to these standards; however, additions will need to conform. No addition can increase nonconformity to these standards or create new nonconformity.
13. Unless otherwise specified herein, the off-street parking area development standards contained in TMC 13.06.510, which include minimum stall size and height, aisle width, paving and access requirements, but not including minimum quantity requirements, shall apply to all new off-street parking provided.
14. For buildings that contain multiple types of uses, the required number of parking spaces shall be equal to the total number of spaces determined by computing each use types separately, except where specifically stated otherwise herein.
15. Structures and sites that are listed on the Tacoma Register of Historic Places shall be exempt from all parking quantity requirements.

* * *



City of Tacoma
Community and Economic Development Department

Agenda Item
GB-5

TO: Planning Commission
FROM: Donna Stenger, Manager, Long-Range Planning Division
SUBJECT: Annual Amendment #2011-06 – Regional Centers
DATE: January 11, 2011

This amendment proposes four primary actions: (1) update text to reflect changed circumstances; (2) revise map boundaries for consistency with regional plan documents; (3) add new and revised guidance on incorporating public safety into site and building design considerations; and, modify map boundaries and text to correct errors and inconsistencies. The Commission has previously discussed map and text revisions to reflect the adoption of Vision 2040, the regional growth strategy and its companion document, Transportation 2040. These changes include clarifications to the boundaries of the Downtown regional growth center and its relationship to the “working definition” of downtown. At the last meeting, the Commission discussed proposed revisions concerning safety-oriented design.

The discussion at the Commission meeting on January 19 will focus on updating the text of the Plan to reflect changes to the goals of the Growth Management Act, add new language concerning other State planning laws and modify existing introductory text for consistency and clarity.

Attached is a draft of the proposed text changes. Staff would note that one of the proposed changes adds a new section to describe the State Environmental Policy Act and its effect on planning and permitting activities. Application #2011-09 SEPA Regulations also proposes the same addition to the Comprehensive Plan. The proposed addition is repeated in this amendment to provide the appropriate context.

Other changes that are proposed include correcting and adding planning goals to the Introduction element to reflect the goals as adopted in other elements of the Plan. In addition, staff would also note a new goal is added concerning historic preservation that is also proposed with the Application #2011-02 Historic Preservation Plan. Again, the text is repeated to provide the appropriate context.

If you have any questions, please contact Donna Stenger at 591-5210 or dstenger@cityoftacoma.org.

DS

c: Peter Huffman, Assistant Director

Attachment



2011 Annual Amendment Application No. 2011-06 Regional Centers and Safety-Oriented Design

DRAFT COMPREHENSIVE PLAN CHANGES
January 12, 2011

The proposed amendments include modifications to the following elements of the Comprehensive Plan:

Introduction

- Update the description of the required elements of the Comprehensive Plan
- Add adopted goals from other Plan elements
- Revise description of planning process to reflect current practices
- Update description of the Growth Management Act
- Add descriptions of the State Environmental Policy Act and the Shoreline Management Act
- Update description of Vision 2040 and Transportation 2040

Growth Strategy

- Refine discussion of the Generalized Land Use Plan Map
- Refine Tacoma Growth Concept Map for center designations
- Refine Generalized Land Use Plan Map for center designations and associated land use intensity clean-ups
- Add map depicting regional centers

Generalized Land Use

- Refine Introduction section to describe the relationship of policies and the Generalized Land Use Plan Map
- Revise and add new text and policies to address consideration of safety and security in building and site design and for public spaces

Downtown Tacoma

- Refine Figure 1 depicting the downtown area and remove references to the “working definition” of downtown
- Also revise TMC Chapter 13.05.095 to remove references to “working definition” of downtown

*Note – These amendments show all of the changes to the *existing* Comprehensive Plan elements. The sections included are only those portions of the Plan that are associated with these amendments. New text is underlined and text that is deleted is shown in ~~strikethrough~~.

Please note the above sections highlighted in yellow are not included in the attached document and will be presented and discussed at the Planning Commission meeting of February 2, 2011

INTRODUCTION ELEMENT

Why Plan?

The physical growth, development, and improvement issues that confront the City of Tacoma on a daily basis are complex. ~~Further, Decisions~~ decisions made today can have profound effects on the future of the city. As needs change, technology advances, and population increases, it is essential to have a mechanism that guides today's decisions while envisioning the future. The Comprehensive Plan is this mechanism. Planning establishes a long-range vision that balances the competing needs and desires of the community in a coordinated and orderly manner.

What is the Comprehensive Plan?

The Comprehensive Plan is the official statement adopted by the City Council setting forth goals and policies to protect the health, welfare, safety, and quality of life of Tacoma's residents. The Comprehensive Plan anticipates change for the coming 20 years and establishes direction for the future physical growth, development and improvement of the city. The plan also fulfills the City's responsibilities to manage growth as mandated by State law.

The plan is *comprehensive* in that it addresses all factors that influence or are influenced by the physical development of the city. Policies address residential, commercial, and industrial development; transportation; environment; recreation and open space; and many other issues.

The Comprehensive Plan communicates to the public the direction and policy of the City Council. This allows citizens, business interests, private developers and others to make individual decisions on housing ~~choices~~ and ~~make~~ investments based upon the direction provided in the Comprehensive Plan. The Comprehensive Plan provides predictability on how an area is intended to grow, develop and redevelop.

The Comprehensive Plan was first adopted in 1975. At that time, it was entitled the *Land Use*

Management Plan: Goals and Policies for Physical Development. ~~All goals~~ Goals and policies for future development were contained in ~~this single~~ various sections of the document. However, over time ~~the policies in this single~~ certain sections of this document were ~~superseded and~~ rescinded ~~and replaced~~ by the adoption of ~~several~~ separate planning documents.

~~After several years~~ Additionally, many individual plans and programs were adopted ~~including~~ plans for sub areas of the city. Each adopted plan or program is referred to as an element of the Comprehensive Plan. Taken together, these individual elements comprise the Comprehensive Plan. There are general elements, sub area elements, and implementation programs.

There are five primary elements mandated by the State Growth Management Act: land use, transportation, housing, capital facilities, and utilities. These five general elements were initially adopted ~~by Tacoma~~ in 1993 and are the cornerstone of the Comprehensive Plan. ~~The Growth Management Act was amended to add a requirement for an economic element and a recreation and open space element; however, inclusion of these two elements is dependent on funding being provided by the State legislature. Tacoma prior to the State law change chose to include both of these elements in its adopted Comprehensive Plan. They are consistent among one another and all other plan elements must be consistent with them.~~

The Comprehensive Plan is based upon several basic assumptions. These assumptions may be periodically reviewed to ensure their continued appropriateness and consistency with current community ideals. These assumptions are:

The City is considered by its residents to be a desirable place to live, raise families, and earn a living.

The City is the principal growth center for the Tacoma-Pierce County metropolitan area and is a growth center for the Central Puget Sound region; therefore, Tacoma plays a major role and has certain responsibilities for growth and development.

Growth and development in the city are inevitable, but shall be managed so as not to be a detriment to the community nor its citizens.

The City will ~~continue to~~ grow at an increasing steady rate and will continue to have a variety of neighborhoods with differing densities, character, and supporting facilities.

Most residents expect City government, acting as agent for all citizens, to manage growth and development in an orderly and desirable manner.

In order to achieve its goals, the City should develop and implement long-range and short-range plans and programs, develop effective regulations ~~and~~ make capital improvements and provide services in accordance with the Comprehensive Plan.

These assumptions are observations of trends that are likely to continue. The assumptions help define what kind of city Tacoma is today and provide a starting point for determining what kind of city Tacoma should become in the future.

What Are the Goals of the Comprehensive Plan?

The goals of the Comprehensive Plan are stated in broad terms and set the direction for future actions. The goals express the interests, aspirations and values of the community. The goals are not mandates but express the ideals the community is striving to achieve over time.

The goals for Tacoma are ~~to~~:

1. ~~To Achieve achieve a balanced pattern and variety of growth and development that occurs in an~~ orderly, timely, ~~and~~ desirable fashion planned growth and development that enhances the quality of life for the citizens of Tacoma.
2. To achieve a multimodal transportation system that efficiently moves people and goods with optimum safety and appropriate speed, maximizes the conservation of energy, and minimally disrupts the desirable features of the environment.

3. ~~To Achieve achieve~~ for its citizens, regardless of their age, sex, national or ethnic origin, race, creed, religious belief, household composition, income, disability, or social attainment, the opportunity to live in sound, safe, healthful, and attractive housing within a suitable living environment, in their choice of location and living modes.
4. ~~To Provide provide~~ high quality, well-maintained physical systems and facilities that serve the social, economic, cultural, safety, circulation, communication, and other needs of the community, and that are available at the time of development to serve new growth and are equitably distributed.
5. ~~To Pp~~rovide optimum utility facilities and services that meet the community's current and future needs in a reliable, efficient, economic, and environmentally responsible manner.
6. ~~To Achieve achieve~~ a diversified, globally competitive, sustainable economy that provides family wage jobs, increases per capita and business income, protects the environment, improves the quality of life, and makes full use of human, financial, capital, and natural resources in the creation of marketable goods and services.
7. ~~To Offer offer~~ a pleasing, esthetic and healthful environment in which to live, work, and play and to possesses an image, which instills a sense of community pride in its citizens.
8. ~~To Ensure ensure~~ conservation, protection, enhancement, and proper management of natural resources and shoreline, while providing for a balanced pattern of development and the needs of its citizens.
9. To create an integrated system of habitat and recreation lands and facilities in Tacoma that defines and enhances the built and natural environment, supports and nurtures plants and wildlife habitat, offers a well-balanced range of recreation opportunities and enriches the lives of Tacoma's current and future citizens.
9. ~~Acquire, develop, and improve the optimum variety and number of recreation and open~~

~~space facilities consistent with the changing needs of the community.~~

- 10. To Encourage encourage citizen participation and involvement in the policy formulation and decision-making process, and encourage a high degree of communication and cooperation between individuals, ~~ethnic-civic~~ groups, organizations, and the city government**
- 11. To develop the full potential of Tacoma's shoreline in accord with the unusual opportunities presented by its relation to the city and surrounding area, its natural resource values, and its unique aesthetic qualities offered by water, topography, views, and maritime character; and to develop a physical environment which is both ordered and diversified and which integrates water, shipping activities, and other shoreline uses with the structure of the city.**
- 12. To achieve a broad range of community facilities and services to meet the needs of the entire community, taking care that all areas of the city are served fairly and equitably with a minimum of disruption.**
- 13. To become a livable community with a strong sense of history, a sustainable community supported by preservation efforts, an economically vibrant community supported by preservation activities; to employ nationally recognized best practices in Tacoma's preservation program, to regard historic preservation as integral to other community goals and policies and to acknowledge historic resources as integral features of the public realm. {Proposed in Historic Preservation Plan—Amendment 2011-02}**
- 14. To embrace and enhance the arts as a vital tool in building Tacoma's community and economy for the benefit of all of its citizens.**
- 15. To leverage a strong return on the City's investments in the arts and tourism industries, bolster earned income for local attractions, expand cultural experiences for residents, and generate new tax revenues for the City by attracting cultural tourists to the city.**

- 16. To encourage international relationships that focus on education, culture, tourism, economic development and trade.**
- 17. To achieve concentrated centers of development with appropriate multimodal transportation facilities, services, and linkages that promote a balanced pattern of growth and development, reduce sprawl, foster economies in the provision of public utilities and services and yield energy savings.**
- 18. To provide fair and equitable distribution of a variety of housing types and living areas as well as protect and enhance already established neighborhoods.**
- 19. To achieve an attractive, convenient and well-balanced system of commercial facilities, which serve the needs of the citizens, are appropriate to their relative service areas and are compatible with adjacent land use.**
- 20. To maintain, rehabilitate, and develop and expand industrial areas within the City of Tacoma that reflect balanced diversification, maximum employment opportunities, high quality standards, minimum degradation of the environment, efficient land utilization and proper location.**
- 21. To maintain and support vibrant and stable residential neighborhoods while promoting a variety of housing opportunities to meet the needs of all residents.**

Policies within the Comprehensive Plan describe the actions that are needed to achieve the goals. They are guidelines and are written to be applicable in a variety of situations. The policies help guide decisions and the development of programs, regulations, activities, and budgets. The policies cover a multitude of interests and actions. They provide consistency for legislative decisions and administrative actions. They are the "rules" and provide a rationale for decisions. The policies need to be read in context of the Comprehensive Plan as a whole and in relation to other policies. No single policy is more important than any other policy. Individual policies may appear to be in conflict when applied to a specific action, activity or location. Policies do not exist in isolation and must be understood in the context of all other relevant

policies and the goals they support. Not all policies apply to every situation.

Who Plans?

The Planning Commission is the primary citizen advisory body to the Tacoma City Council on land use and development matters. The City Charter and general ordinances vest the Planning Commission with various duties and responsibilities. The most important of these duties is the preparation of the Comprehensive Plan. The Commission is responsible for reviewing and updating the plan as necessary. Part of the responsibility of preparing the Comprehensive Plan includes development of new elements, neighborhood planning and sub area planning.

The Commission is composed of nine citizens appointed by the Mayor and City Council. One member is appointed from each of the five council-manic districts and one is appointed representing each of the four following interests: (a) the development community; (b) the environmental community; (c) public transportation; and (d) a designee with background or involvement in architecture, historic preservation, and/or urban design. The Commission meets on the first and third Wednesdays of each month and all meetings are open to the public.

The Commission also is responsible for preparing development regulations including zoning, platting, shorelines and environmental regulations. Development regulations must be consistent with and carry out the policies in the Comprehensive Plan and are one critical way that the City directs and manages growth and development.

The Growth Management Building and Land Use Services Division of the Tacoma Community and Economic Development Department provides staff-administrative support for the Planning Commission. Coordination with other City departments, agencies and adjacent jurisdictions is an essential and mandatory part of comprehensive planning.

Citizen participation has always been a highly valued part of the planning process. The Planning Commission and City Council

continuously strive to provide opportunities wherever possible for citizens to be involved. The Commission works together with residents, businesses, property owners and others to continually improve the Comprehensive Plan.

The Growth Management Act requires that citizens be involved in all phases of land use planning. Various methods of involving citizens can be used depending upon the particular situation. Public hearings are one method that is always included. Both the Planning Commission and the City Council will hold a public hearing on draft plan or its proposed amendments to the Comprehensive Plan and development regulations.

The Commission also relies actively seeks comments and feedback from ~~upon~~ the Neighborhood Councils. The eight Neighborhood Councils were established in 1992 to ensure effective citizen participation in the decisions of government. The Neighborhood Councils advise the City Council on a variety of matters and often review and make recommendations to the Planning Commission and City staff regarding planning activities affecting their respective neighborhood or the city in general. The meetings of the Neighborhood Councils provide a forum for the community to identify issues and offer suggestions for improvement. These comments and suggestions are then conveyed to City staff and the Planning Commission and are used to refine the Comprehensive Plan. Other established neighborhood, business and civic groups may are also be consulted and participate in plan development and review. These groups contribute much to the planning process.

Individual citizens can become involved by attending meetings of their Neighborhood Council or attending a planning workshop community meeting that may be held offered in conjunction with proposed plan or regulatory amendments. Citizens can also be involved by serving on advisory boards or committees including the Planning Commission. Other citizen participation methods that may be used include surveys or questionnaires to assess citizen attitudes and opinions. Newsletters, news articles, postings on the City's website (www.cityoftacoma.org), utility bill inserts, and advertisements are some of the

means employed to inform citizens about planning activities.

The City Council is ultimately responsible for making any planning policy decision. The Council ~~is responsible for considering reviews~~ the Planning Commission's recommendations ~~and when considering adopting adoption of any addition or amendment to~~ the Comprehensive Plan. The Council is ~~also~~ responsible for implementing the ~~Comprehensive plan~~ Plan by adopting ordinances, ~~ordinances that include and adopting~~ the City's budget, levying taxes, and making appropriations for programs and services.

How Is the Plan Used?

The Comprehensive Plan is used by the City Council and City administration to guide decisions concerning land use regulations, programs, capital improvements and services.

Adoption of the Comprehensive Plan is the first step toward realizing the City's vision embodied within the ~~plan~~ Plan. Implementation of the vision is achieved through a variety of actions and programs. The ~~plan's Plan's~~ policies are considered when enacting legislation that affects physical development.

The Comprehensive Plan is the City of Tacoma's official statement regarding land use and development issues. City programs, which significantly affect land use and development, cannot be inconsistent with the ~~plan~~ Plan. The vast array of City services and programs are, in effect, the tools for implementing the Comprehensive Plan.

The Comprehensive Plan is also used to guide decisions about public improvements or investments. All capital improvements, including utility services and transportation facilities, undertaken by the City must be consistent with the Comprehensive Plan including utility services and transportation facilities. This ensures that the City provides services and makes investments that further the implementation of the Comprehensive Plan.

City officials use the Comprehensive Plan to guide the development and administration of various programs and services. The ~~plan~~ Plan helps to focus, coordinate and direct the many

diverse activities of City departments by providing a comprehensive and common vision.

What Is the Relationship of the Comprehensive Plan to Zoning?

The key regulatory mechanism that implements the Comprehensive Plan is the Land Use Regulatory Code. This code contains the development regulations that govern the manner by which land is used, developed, or redeveloped. This code is found in Title 13 of the Tacoma Municipal Code and includes regulations for platting, zoning, shorelines, and critical areas.

~~The Z~~ zoning ~~ordinance~~ regulates land use by specifying which uses are appropriate within zoning districts that are designated for ~~each part~~ properties within of the city. The zoning districts are depicted on the Official Zoning Map. Zoning regulations determine the manner in which land within the various zones is developed. It does this by specifying among other things, the height and bulk of buildings, building orientation and design, allowable densities, landscaping requirements, signage provisions, and ~~the number of~~ parking spaces that must be provided ~~standards~~.

Zoning district classifications and development regulations are required by the Growth Management Act to be consistent with and to carry out the Comprehensive Plan. Zoning and development regulations are the primary tools to govern the use and development of land. As elements of the Comprehensive Plan are developed or amended, development regulations may require review and modification to maintain consistency. Modifications may consist of new regulations or changes to existing regulations, changes to zoning classifications or changes to district boundaries.

The Hearing Examiner and Land Use Administrator ~~provide~~ have the authority to make certain land use decisions using a quasi-judicial process ~~for land use matters~~. The quasi-judicial process provides for a fair and impartial application of the City's Comprehensive Plan policies to individual development proposals.

Some development proposals may require a change in zoning classification or a "rezone." A "downzone" is a change to a less intensive zoning district. An "upzone" is a change to a more intensive zoning district. Rezones must be consistent with policies of the Comprehensive Plan and with the Generalized Land Use Intensity Map, a part of the land-use growth strategy element of the Comprehensive Plan.

The Hearing Examiner ~~carefully~~ evaluates applications to rezone property and considers including public testimony given at a public hearing on the rezoning application. The Examiner renders a decision, based upon consistency of the rezone with the goals and policies of the Comprehensive Plan, the Generalized Land Use Intensity Map and the requirements of the Land Use Regulatory Code. The City Council has final decision-making authority on the Examiner's recommendation.

The Planning Commission and City Council also can approve rezones of property in a legislative planning process whereby the zoning classifications are changed for consistency with the Comprehensive Plan or to further its implementation. This usually occurs in conjunction with a planning process involving one or more neighborhoods or subareas of the city. In addition, the legislative process may be requested by an applicant(s) for the reclassification of multiple properties and/or for a property having community-wide significance.

The Land Use Administrator acts upon applications for certain minor land use permits, such as variances, temporary conditional use permits, and administrative site approvals. The Administrator's decisions also must be consistent with applicable policies of the Comprehensive Plan and the Generalized Land Use Intensity Map. Decisions of the Administrator may be appealed to the Hearing Examiner.

How Was the Plan Developed?

The Comprehensive Plan as currently constituted was developed over several years. Tacoma already had a Comprehensive Plan before the enactment of the Growth Management Act but needed to substantially

modify the plan to fulfill the obligations-mandates of the State legislation. Hundreds of citizens participated in community meetings and workshops to develop the concepts within the planPlan.

Development of each plan element generally consists of five overlapping phases. The first phase involves gathering data and background information about the subject or geographic area to be covered in the plan. This information may include demographic and economic statistics, physical conditions, citizen interests, and other information. The information is studied and analyzed. Citizen involvement is often used at this stage to find out concerns and to determine goals and objectives.

The second phase is development of alternatives to respond to the current situation and future needs. Each alternative is developed in enough detail to show how each will achieve various desirable results. Citizens are often involved in developing and evaluating the alternatives.

Selection of a preferred alternative is the major task in the third phase. The selected alternative becomes the basis for drafting or revising the plan's Plan's text, policies, maps and strategiesstrategic actions. During the fourth phase, the draft plan-proposal is distributed for final public review and comment. The Planning Commission will hold a public hearing to accept public testimony. The Commission reviews all comments received and modifications to the draft document-proposal may be prepared as appropriate to respond to public testimonycomments. The Commission makes aforwards a recommendation on the draft plan proposal to the City Council. The Council conducts a public hearing(s) on the plan. Theand Council may adopt, revise or decline to adopt the plan-before adopting the plan draft proposal.

The final phase, implementation and monitoring, consists of putting the adopted proposal plan's policies and recommendations into action and evaluating their-its effectiveness. This may involve such activities as regulatory changes and capital improvements.

Planning, by its nature, is future-oriented. Plans are generally designed to be useful for ten to twenty years. Programs are usually more

specific and are expected to be useful for 2 to 6 years. These time periods are not intended to be absolute; they may be longer or shorter depending upon varying circumstances and conditions. Nevertheless, because plans and programs are designed to be useful for a relatively extended period, it should be recognized that the actions stated within the ~~plan~~ Plan would not all be accomplished at once. Some may prove to be unattainable.

How Is the Plan Amended?

A policy plan is a dynamic document. It is generalized in that it must apply to variety of circumstances ~~and changing conditions~~. The Comprehensive Plan provides predictability but also needs to be flexible and responsive to changing conditions. Periodic review and evaluation are important in order that the Comprehensive Plan maintain its effectiveness in guiding land use and development. ~~Changing~~ Changed conditions and emerging community needs may necessitate amendments.

Amendments can include modifications to policies, the addition of new policies, or the deletion of policies. As new Plan elements are developed, amendments to previously adopted ~~plan~~ Plan ~~selements~~ also may be necessary. As required by the Growth Management Act, the Comprehensive Plan generally can be modified only once annually; ~~however there are a few~~ exceptions. All proposed amendments are reviewed simultaneously so that the cumulative effect of all amendments can be considered.

Any citizen can initiate amendments to the Comprehensive Plan. Typically, amendments are initiated by neighborhood groups including the Neighborhood Councils, ~~or by~~ the Planning Commission, ~~or~~ the City Council or City staff. Staff initiated amendments usually involve responding to State or federal laws, including changes to these laws, addressing deficiencies and inconsistencies, updating information, responding to a change in existing conditions or community desires, or addressing a combination of these factors.

~~Proposed amendments are subject to the requirements of the Growth Management Act and the State Environmental Policy Act. Proposed plan amendments will receive detailed review by the Planning Commission and a public~~

~~hearing(s) will be held to solicit citizen comment. After further review, the Commission will make recommendations to the City Council. The Council will review the proposed amendment, hold a public hearing, make modifications as may be necessary, and adopt the amendment.~~

What Is the Growth Management Act?

In 1990, the State Legislature found that uncoordinated and unplanned growth, together with a lack of common goals expressing the public's interest ~~for in~~ the conservation and wise use of our lands, pose a threat ~~ened to~~ the environment, sustainable economic development, and the health, safety, and high quality of life of enjoyed by residents of this Washington citizens state. In response to mounting citizen concerns, the Legislature adopted the Growth Management Act (GMA). The Act ~~mandates~~ declares that it is in the public interest that citizens, communities, local governments, and the private sector cooperate with one another in comprehensive land use planning. ~~for fast growing counties and the cities within them.~~

The Act ~~has sets forth~~ thirteen (13) goals which are not listed in order of priority and are to be used exclusively to guide the development and adoption of comprehensive plans and development regulations. These are restated here:

- 1. Urban growth**
Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
- 2. Reduce sprawl**
Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
- 3. Transportation**
Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.
- 4. Housing**
Encourage the availability of affordable housing to all economic segments of the

population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

5. Economic development

Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.

6. Property rights

Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.

7. Permits

Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.

8. Natural resource industries

Maintain and enhance natural resource-based industries, including productive timber, agricultural and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.

9. Open space and recreation

~~Encourage the retention of~~Retain open space, ~~enhance and development of~~ recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks ~~and recreation facilities~~.

10. Environment

Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

11. Citizen participation and coordination

Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

12. Public facilities and services

Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

13. Historic preservation

Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

In addition to the above goals, the goals and policies of the Shoreline Management Act were added as ~~one of an additional~~ the goals of ~~the~~ Growth managementManagement Act, and are sometimes referred to as the fourteenth goal. The shoreline goals and policies provide for the management of the shorelines of the state by fostering reasonable and appropriate uses; protecting against adverse effects to public health, the land, vegetation and wildlife; and water and aquatic life; while protecting the public rights of navigation and opportunity to enjoy the physical and aesthetic aspects of shorelines.

~~One of the basic objectives of the growth management legislation is to guide local governments in writing comprehensive plans that are consistent with statewide goals. All of the goals are equal in priority. Each community is required to address the goals and balance the competing interests within their comprehensive plan.~~

The adoption of the Growth Management Act required significant modifications to Tacoma's Comprehensive Plan in order to comply with the Act's requirements.

The Act requires a Comprehensive Plan that at a minimum contains elements to address future land use, transportation, capital facilities, housing and utilities. The legislation also requires policies and regulations to protect critical areas such as wetlands, steep slopes and aquifer recharge areas and to preserve resource lands.

To manage growth, the City is required to establish an urban growth boundary. The urban growth boundary defines an area wherein the city has the capacity to provide a full range of urban services and where annexation could potentially occur.

The Comprehensive Plan and development regulations that implement the Comprehensive Plan are subject to continuing review and evaluation. Beginning in December 2004, the city must conduct a comprehensive review every seven years and revise the Comprehensive Plan and implementing development regulations, if necessary, to ensure continued compliance with the Growth Management Act.

In addition to the Growth Management Act, the City of Tacoma must also comply with the State Environmental Policy Act (SEPA) and the State Shoreline Management Act (SMA).

What is the State Environmental Policy Act?

{This proposed addition is also included as a part of Amendment #2011-09}

The State Environmental Policy Act (SEPA) was adopted in 1971 as a basic environmental charter. It gives cities and other agencies the tools that allow, and in some instances require, them to both consider and mitigate for environmental impacts of proposals. Provisions are included to involve the public, tribes, and other interested governmental agencies in review of proposed actions before a decision on a proposal is made. Using SEPA requirements, applicants are required to answer questions about how their proposal will affect elements of the environment: earth, air, water, plants and animals, energy and natural resources, environmental health, land use, transportation, and public services and utilities.

SEPA requires that the City adopt environmental review procedures and appeal provisions, which are contained in the Tacoma Municipal Code. It also directs the City to adopt environmental policies. All of the policies set forth in the Comprehensive Plan and its elements as well as the policies contained in the Shoreline Master Program are the City's policies to be used in the review of projects and non-project proposals.

These policies may, and in some cases must, be used to modify proposals to mitigate identified impacts.

In addition, all policies contained in the Comprehensive Plan carry equal weight in the consideration of "substantive authority." "Substantive Authority" is the regulatory authority granted to the City to condition or deny a proposal to mitigate environmental impacts identified during the SEPA review. In order to use this authority, the City must have adopted SEPA regulations and required conditions or mitigation must be set forth in adopted SEPA policy. Since the Municipal Code adopts all policies in this Plan, as well as all policies within the Tacoma Shoreline Master Program as the City's environmental policies, all Plan policies may, and in some cases must, be utilized to effect changes in project proposals when they have a probable significant adverse impact on one or more elements of the environment.

What is the Shoreline Management Act?

The Shoreline Management Act was passed by the Legislature in 1971 and affirmed by voters in 1972. The Act governs the use and development of shorelines of the state and shorelands associated with these shorelines. Shorelines of the state generally include all waters of the state (including marine waters) and their underlying lands. Shorelands are those areas landward for 200 feet from the ordinary high water mark, floodways, and contiguous floodplains within 200 feet, and all associated wetlands. The Act also creates a unique partnership between local and state government. The Act strives to achieve responsible shoreline use and development, environmental protection, and preserving public access. The City is required to develop a Master Program for Shoreline Development based on the Act but tailored to the unique geographic, economic, environmental, and recreational needs of Tacoma. The Legislature appointed the Department of Ecology as the responsible agency for ensuring statewide policies are upheld and implemented when local shoreline master programs are adopted. The Department of Ecology provides state guidelines that set minimum procedural and substantive standards

that outline the essential elements a shoreline master program must address. After adoption by the City Council, the Department of Ecology reviews the Master Program for consistency with state guidelines to ensure statewide public interests are met. The Department must approve Tacoma's Master Program before the Program can take effect.

Tacoma's Shoreline Master Program carries out the policies of the Shoreline Management Act by including policies and regulations concerning the use and development of the City's shoreline areas including marine waterfronts along with their associated shorelands, wetlands, and floodplains, the Puyallup River and Wapato Lake. The policies in the Master Program are adopted as an element of the Comprehensive Plan; shoreline district zoning and development regulations are adopted as a part of the Land Use Regulatory Code. Similar to the requirements of the Growth Management Act, the Master Program must be comprehensively reviewed every seven years and amended if necessary to ensure continued compliance with the Act.

What Is Vision 2020/2040 and Transportation 2040?

The Growth Management Act mandates intergovernmental coordination and consistency in planning. The Act requires the development of countywide and multicounty policies to establish the framework to achieve agreement on complex planning issues that cut across jurisdictional boundaries. The Puget Sound Regional Council (PSRC), a regional planning organization for King, Kitsap, Pierce, and Snohomish counties, is the responsible agency for the preparation of the multicounty planning policies. In addition, PSRC is required to certify the countywide planning policies for each of the four counties as well as the transportation-related provisions in the comprehensive plans of all local jurisdictions in the four counties. Certification addresses consistency with the multicounty policies, conformity with the GMA requirements for transportation planning and consistency with the regional transportation plan.

To ensure that comprehensive plans developed by individual cities are consistent with each other and regional priorities, the Growth Management Act requires the development of multicounty policies. Vision 2020/2040 is the long-range growth management, environmental, economic and transportation strategy that is to guide future employment and population growth for the central Puget Sound region. Vision 2040 represents agreement among the elected officials from jurisdictions in the region on a long-range vision as to where future development should occur and promotes economic vitality, a healthy environment, and the well-being of people and communities. The concept of people, prosperity, and planet provides a central theme for the planning document.

Vision 2020 was prepared and initially adopted in 1990 by the Puget Sound Council of Governments, now known as the Puget Sound Regional Council, a collective organization of the local jurisdictions in King, Kitsap, Pierce and Snohomish counties. In 1993, Vision 2020 was amended and adopted as multicounty policies in compliance with the Growth Management Act. Tacoma's Comprehensive Plan is required to be consistent with the multicounty policies.

The regional vision strategy is to create diverse, economically vibrant and environmentally healthy communities framed by rural, natural resource areas and open space and connected by a high-quality multimodal transportation system that effectively provides for the movement of people and goods.

The regional strategy describes a preferred pattern of development directed primarily to cities. Within urban areas, Vision 2020/2040 supports the creation of compact communities urban centers that offer concentrate housing, shopping, work, entertainment, civic uses and other activities and which provide and transportation choices that reduce the need for automobile travel. Vision 2020 The emphasis on the development of centers is the heart of the regional strategy. Centers are strategic places to locate future growth and will vary in size and scale throughout the region. Focusing growth in centers: maximizes the use of existing infrastructure and, accordingly, requires less costly investment in new infrastructure; minimizes environmental impacts; and, improves accessibility and mobility.

Regional growth centers are envisioned as areas that will accommodate a significant proportion of future regional population and employment growth and as areas that are connected by the regional transportation network. The transportation connections will allow the region to reduce the rate of growth in vehicle miles travelled. Consequently, regional centers are to receive priority in regional and local investments for infrastructure and services. ~~designates 21 urban centers that are intended to be focal points for growth.~~ Tacoma's downtown and the vicinity surrounding the Tacoma Mall are ~~two of these~~ regionally designated growth centers. ~~The purpose of the centers is to concentrate new regional population and employment growth, which will support a more efficient, transit-oriented, multimodal transportation system. The regional strategy also recognizes~~ manufacturing/industrial centers that are regional-existing employment areas with intensive concentrations of manufacturing and industrial land uses that cannot be easily mixed with other uses. ~~These types of centers will be significant focus areas for future employment.~~ Tacoma's Port-port industrial area is ~~an example of this type of center~~ a designated regional manufacturing/industrial center. The South Tacoma industrial area is a candidate for regional designation. Similar to growth centers, regional manufacturing/industrial centers are a priority for infrastructure and transportation investment to assure the continued success of these designated areas.

~~The Vision 2020-2040 plan calls sets forth multicounty policies to guide for cities and counties in developing and amending comprehensive plans to commit achieve to both the preferred regional land use patterns, that can achieve including the compact centers strategy and a reordering of transportation and infrastructure investment priorities to emphasize transit and ridesharing efficiency focus on designated centers. The multicounty policies provide a framework for consistency in regional planning and also guide a number of regional processes including other regional planning programs and funding of transportation projects. The multicounty policies address the environment, development patterns, housing, the economy, transportation, and public services. The multicounty policies are also used by the Puget Sound Regional Council in the plan certification process.~~

The presence of two regional growth centers and one regional manufacturing/industrial center (and the possibility of a second regional manufacturing/industrial center in South Tacoma) within the city ~~This~~ means that Tacoma has a responsibility to plan for accommodate accommodating a greater-significant share share of regional population and employment growth ~~within its centers~~ and to support greater investment within centers for infrastructure and transportation (especially in transit and multimodal facilities).

Transportation 2040 also prepared by the Puget Sound Regional Council and adopted by the region's elected officials furthers the regional growth strategy of Vision 2040 by identifying needed transportation investments and a financing plan for their construction. The transportation plan establishes an integrated strategy to address congestion and mobility, environmental issues, and funding mechanisms and priorities. The strategy will result in more transit, biking and walking facilities, more ferries and more complete roadways. ~~Vision 2020 provides the framework to maintain regional consistency among local comprehensive plans and reflects the state goals identified in the Growth Management Act.~~

What Are County-wide Planning Policies?

The Growth Management Act also requires that each counties-county to coordinate with the cities and towns within the county to develop and adopt a set of mutually agreed upon planning policies. These policies guide the development of comprehensive plans and ensure consistency on issues that cut a cross jurisdictional lines. The county, and the cities and towns of Pierce County, cooperatively developed the *County-wide Planning Policies for Pierce County*.

The *County-wide Planning Policies* provide a common framework to ensure consistency among the comprehensive land use plans of all jurisdictions within Pierce County. The policies address issues that uniformly affect the county as a whole including: affordable housing; agricultural lands; economic development; education; fiscal impact; historic, archaeological and cultural preservation; natural resources,

open spaces and protection of environmentally-sensitive lands; siting of public facilities; transportation; and, urban growth areas. Tacoma must develop its Comprehensive Plan policies in accordance with these policies.

What Does the Comprehensive Plan Say about Tacoma's Future?

What kind of city will Tacoma become? The Growth Management Act, *Vision 20202040*, and the *County-wide Planning Policies for Pierce County* outline some objectives and provide a planning context. However, the true driver of Tacoma's plans for the future is the community. The requirements outlined in legislative and policy directives are intended to support and empower local governments to implementput into action the visions of the citizens in their communities.

The purpose of the Comprehensive Plan is to translate the values and goals of the citizens of Tacoma into a framework for decisions on growth, land use, and public facilities and services. The Comprehensive Plan expresses a long-range vision of how citizens want their community to look and function in the future.

The population of the City of Tacoma (193,556 - 2000 census) has been growing steadily since 1950. Although its growth rate has not been as rapid as either Pierce County's or Washington State's rate, the City's rate of growth is expected to continue at a steady or slightly increased rate over the next 20 years. To help meet its population allocations from the region and Pierce County, the City has amended its Comprehensive Plan and development regulations to direct greater development and density into the downtown area and mixed-use centers. In addition, the City has developed various incentives and programs to attract new investment to these areas.

Such-Increased growth and development can be is-reasonably assumed when one recognizes Tacoma's location within the central Puget Sound region, which encompasses King, Pierce, Snohomish and Kitsap Counties. This region is the fastest growing area in the State. Not only is Tacoma a prominent part of the central Puget

Sound region, it is also a prominent part of the Cascadia Corridor, a growth corridor stretching from Portland, Oregon, to Vancouver, British Columbia. Planning for growth in Tacoma will require efforts that not only take into account the City's own vision, but the vision of the entire Pacific Northwest region as well.

How Is the Plan Organized?

The Comprehensive Plan includes general elements, subarea elements, and implementation programs. Those elements of the Comprehensive Plan that cover one subject or one aspect of the physical growth and development of the city as a whole are referred to as *general* elements. The five elements required by the Growth Management Act are general elements. Other general elements include the *Master Program for Shoreline Development (policies) and the ,Recreation and Open Space Habitat and Recreation Facilities Planelement, and the Economic Development Plan*. General elements provide an informational and policy base and give direction to subarea planning.

Plan elements which address a neighborhood or a specialized geographic area such as Ruston Way or downtown or the Tacoma Dome area, are considered *subarea* elements. Subarea elements are consistent with the general plan elements and provide refinement and clarification where possible. Subarea elements provide an opportunity to study smaller areas of the city in greater detail and to give specific guidance for development and improvement. Neighborhood-Subarea planning generally is conducted according to eight Neighborhood Council areas although smaller sub areas may also be used. Each neighborhood-Neighborhood Council area is fairly homogeneous, has similar land use characteristics and/or periods of development, and is generally comparable in population and size to the others. The Neighborhood element of the Comprehensive Plan has sections that address the eight Neighborhood Council areas.

Because of the level of detail that subarea elements can achieve, these elements can include detailed recommendations, strategies, guidelines, policies, regulatory refinements, and anticipated costs for implementation.

Implementation programs are a means to carry out the goals and policies. Program elements identify actions and projects to be carried out within a multiyear timeframe. An example of such programs that are adopted as part of the Comprehensive Plan is the *Capital Facilities Program*.

Growth Strategy Element

Section VIII – Generalized Land Use Plan Map

The *Generalized Land Use Plan Map* applies the *Concentrations and Corridors - Designated Centers* concept and its components. The land use intensity and centers configuration shown would allow for a population of about 250300,000 to 270350,000, if fully developed. This figure estimate is based on past trends, future projections, and certain assumptions and is not an absolute number.

The *Generalized Land Use Plan Map* illustrates the City's intended future land use pattern through the geographic distribution of three levels of land use intensities, and the designation of mixed-use and manufacturing/industrial centers. This illustrated form was a result of analysis of the development concept, existing land use and zoning, development trends, anticipated land use needs and desirable growth and development goals. Various types of zoning and land use may be permitted within each of the intensity areas. The focus on intensities of land use supports the belief that perceived nuisances, impacts and other concerns are to a significant degree a product of the intensity of land use rather than the type of land use. The Generalized Land Use Plan Map is not a land use map in the normal sense in that it does not differentiate between the various uses of land, but rather depicts the intended future development pattern through the geographic distribution of three levels of land use intensities. A fourth level for established single-family areas also is depicted on the map for areas that are predominately developed with single-family residences. The map is to be used in conjunction with the adopted policies of the Comprehensive Plan for any land use decision.

-The designation and boundaries of the land use intensity areas configuration, designation and boundaries and the designations and boundaries for the mixed-use and manufacturing/industrial centers are established by adoption of the

Comprehensive Plan and amendments thereof. The *Generalized Land Use Plan Map* is the official land use map of the City, and is maintained as such by the Community and Economic Development Department. The official Generalized Land Use Plan Map has been adopted and is maintained in an electronic format to facilitate its accurate use and implementation. The *Generalized Land Use Plan Map* depicted in this document, on a citywide basis and by Neighborhood Council area, is generated from the official, *Generalized Land Use Plan Map* electronic map file.

The *Generalized Land Use Plan Map* is intended to provide a firm basis for land use and zoning decisions. Policies should be considered and interpreted in accordance with the geographic characteristics of the mapped areas.

Areas of the city should develop and redevelop in accordance with the intensity configuration depicted on the *Map*. Generalized intensities have also been developed for Tacoma's urban growth areas. These designations are based on current information and reflect anticipated future patterns of development. However, as more detailed planning efforts take place, these urban growth area intensities may be modified. Land use intensities and a generalized intent for the City's urban growth area can be found in the Land Use chapter of this plan.

Development both in and out of the city should be consistent with these designations; however, in some instances lower intensity developments may occur in higher intensity areas. Some supporting reasons for such lower intensity development include physical site limitations, surrounding area characteristics, environmental constraints and prematurity of higher intensity development.

The boundaries of the intensity areas were located on the map based upon existing and proposed land use and zoning patterns. These boundaries often correspond with readily identifiable features such as freeways, streets, alleys, topographic breaks, land use changes, and other physical features normally associated with land use separation. Where no readily identifiable feature was available, a determination was made to locate the boundary edge to provide a logical separation and transition of intensity areas. The boundary edge could coincide with the boundary of a zoning classification, the pattern of adjacent development or the extension

of an imaginary line representing the logical and desired pattern of future development.

It is recognized that some areas of the city may not be zoned ~~consistent with~~ to support the intensity levels shown on the map. Areas that may need to be rezoned will undergo separate study to determine the appropriate zone changes. The Planning Commission or City Council will normally initiate these studies with the actual zone changes accomplished by established area-wide rezoning procedures. Private property owners or developers also may initiate rezone requests. Such requests must be consistent with the *Generalized Land Use Plan Map* and adopted policies of the Comprehensive Plan and will be subject to appropriate development controls as determined in established site specific rezone procedures.

The following chart depicts the relationship between intensity designations, designated mixed-use and manufacturing/industrial centers and zoning classifications. Some zoning classifications may be appropriate in more than one intensity designation.

GENERALIZED LAND USE ELEMENT

Section I – General Growth and Development

Introduction

The *Generalized Land Use* chapter represents the land use element of the comprehensive plan as required by the Growth Management Act.

The *Generalized Land Use* element contains policies for general growth and development, tiering, mixed-use centers, residential development, commercial development, and industrial development. It also discusses the siting of essential public facilities.

The element ~~differs from traditional land use plans in two significant ways. First, it contains policy-policies plan rather than a that supplement the designations depicted on the Generalized Land Use Plan map plan. As such, land-Land use decisions will beare based on adopted policies that are applied to each individual proposal for a land use or zoning change (in addition to the land use intensity, mixed-use center and manufacturing/industrial center designations).~~ In accordance with requirements of the Growth Management Act, no land use or zoning change may be made that is inconsistent with the adopted policies.

Problems of premature development and incompatible land uses and the administration of design and performance standards can be more easily addressed using the policies included in ~~this the Comprehensive Plan document~~ than with sole reliance on the "static" Generalized Land use-Use map_ plan approach.

~~Secondly, its focus is on intensities of land use. This focus supports the belief that nuisances and other related problems are to a significant degree a product of intensity of land use rather than type of land use. The Generalized Land Use Plan Map is not a land use map in the normal sense in that it does not differentiate between the various uses of land, but rather~~

~~depicts the intended future development pattern through the geographic distribution of three levels of land use intensities. The map is only to be used as a supplement to the adopted policies of the Comprehensive Plan and its elements and is not meant to be used on a singular basis for any land use decision.~~

The policies outlined in the following sections stem from the Generalized Land Use Goal:

To achieve orderly, timely, desirable, planned growth and development that enhances the quality of life for the citizens of Tacoma.

For ease of reference, the policies in this chapter have been grouped in the following sections:

- General Growth and Development Policies – policies that apply to all development actions
- Mixed-use Centers Goals and Policies – policies exclusive to development within mixed-use centers
- Residential Development Goals and Policies
- Commercial Development Goals and Policies
- Industrial Development Goals and Policies
- Urban Growth Area Policies – policies exclusive to actions pertaining to the city's urban growth areas

The Residential, Commercial and Industrial sections each contain general policies as well as specific policies for high, medium and low intensity development. In some instances, sections are broken down even further to address special issues such as single-family detached housing areas.

Preceding each set of policies is a statement of intent. The statement of intent is a general discussion of the issues and concerns that are addressed more formally in the policies that follow. The intent provides a proper context for interpretation of individual policies. The intent discussion and associated policies are meant to be read as a unit.

The ~~entire policy-policies section~~ of this element has have been structured to be read as an entity with other polices in other elements. Related

policies can be found in more than one ~~section~~ and are usually noted within the accompanying text. For example, a residential development policy may be influenced by policies found in the General Growth and Development section as well as other policies of the comprehensive plan. A complete reading of all policies may be necessary to fully convey what is intended regarding a specific development action.

~~At the level discussed in this document, the~~ The policies of the Comprehensive Plan do not lend themselves to a listing by order of priority or preference. They are all important enough to be considered concurrently, although emphasis may be placed on one or more policies for a particular situation. No one policy should be considered in isolation from other policies, nor should all policies apply to every development.

Certain factors may significantly affect future land use decisions. When formulating this element, potential land use ~~problems-concerns~~ were identified, including the potential for conflict between single-family residential and higher intensity uses, the location of commercial and industrial activities and the preservation of steep slopes and other open space areas. Special policies were written which address these concerns. These policies should be used in conjunction with other policies and guidelines when decisions are made concerning land use changes.



City of Tacoma
Community and Economic Development Department

TO: Planning Commission
FROM: Donna Stenger, Manager, Long-Range Planning Division
SUBJECT: Annual Amendment #2011-08 – Regulatory Code Refinements
DATE: January 11, 2011

At the Commission meeting on January 19 staff will provide an overview of the draft code refinements being considered as part of this year's annual amendment. These minor changes are intended to address inconsistencies, correct minor errors, and improve provisions that, through administration and application of the Zoning Code, are found to be unclear or not fully meeting their intent.

Attached are the draft staff report and proposed code text changes. Of note, while the draft code amendments are quite long (approximately 90 pages), many of the proposed changes are very minor and technical in nature, addressing things like code organization, terminology, and internal consistency. The sections that involve more significant or note-worthy changes have been highlighted within the exhibit.

If you have any questions, please contact Brian Boudet at 573-2389 or bboudet@cityoftacoma.org.

DS:bb

c: Peter Huffman, Assistant Director

Attachment



2011 Annual Amendment Application No. 2011-08
Regulatory Code Refinements

STAFF REPORT

Application #:	2011-08
Applicant:	City of Tacoma, Community & Economic Development Dept.
Contact:	Brian Boudet
Type of Amendment:	Regulatory Code Text Changes
Current Land Use Intensity:	Various
Current Area Zoning:	Various
Size of Area:	Not Applicable
Location:	City-wide
Neighborhood Council area:	City-wide
Proposed Amendment:	Various amendments to the Land Use Regulatory Code to address inconsistencies, correct minor errors, and provide additional clarity

General Description of the Proposed Amendment:

The proposed amendments involve general text corrections to the Regulatory Code. These minor amendments are intended to address inconsistencies, correct minor errors, and improve provisions that, through administration and application of the Zoning Code, are found to be unclear or not fully meeting their intent.

A general summary of the proposed amendments is as follows:

Modifications to the Use Tables, including:

- Clarify and improve consistency of allowances for craft-type uses (e.g., coffee roaster, bakery, small winery/brewery/distillery, etc.)
- Better distinguish between taverns and restaurants that serve limited alcohol (allowing limited alcohol service within restaurants in the C-1 and similar districts)
- Improve the consistency of allowed industrial uses in the Downtown Districts
- Clarify allowances and standards for car washes in the districts where it is allowed

Modifications to Definitions, including:

- Consolidate all definitions in Chapters 13.06 and 13.06A into one section
- Provide additional detail on what constitutes bicycle parking and pedestrian seating

Modifications to Procedures, including:

- Align plat permit standards with recent changes in State Law (e.g., extending the time limit from five to seven years for recording of Final Plat)
- Improve and clarify the ADU permitting process

- Improve the Reasonable Accommodation request and approval process
- Clarify Land Use Administrator authority over shoreline permit extensions and their ability to delegate authority over minor land use issues (reasonable accommodations, landscaping plan reviews, boundary line adjustments, building permit approval, etc.)
- Better align the various applicability triggers in the land use code with each other and with the triggers used in the building code

Modifications to Development Standards, including:

- Consolidate and clarify setback requirements and exceptions (e.g., decks, platforms, terraces, fences, how they relate to buffers, addressing irregular lots, conflicts with public easements, consistency between PRD standards and revised residential setback requirements)
- Refine the maximum allowed accessory building size in residential districts (to be determined by building footprint)
- Provide additional guidance on how pipestem lots are allowed and how the development standards apply to this type of lot
- Improve consistency of townhouse design standards across the various zoning districts
- Clarify the required ownership of open space tracts in plats
- Provide additional flexibility for the maximum setback requirement on corner lots with an emphasis on pedestrian amenities
- Incorporate additional examples for where parking can be shared (such as between weekday and weekend uses)
- Simplify the residential transition requirement (daylight plane) for X-Districts adjacent to residential districts
- Update provisions regarding concealment for wireless facilities in or next to residential neighborhoods
- Refine the landscaping section to utilize the recently adopted Landscaping Types in all districts
- Clarify the separation requirement between drive-throughs and bus stops
- Improve consistency between building size limitations in C-1 and T zoning districts and the intent of those districts
- Clarify and provide more examples for certain design requirements (e.g., roof modulation, window requirements, etc.)
- Incorporate additional references and citations and improve internal consistency in tables

Project Background:

These amendments are being brought forward as part of staff's efforts to, on a more regular basis, improve the clarity and effectiveness of the Zoning Code by addressing inconsistencies, incorporating legislative revisions, correcting minor errors, and improving confusing or ineffective standards. The proposed amendments include issues that have been identified by staff as well as issues identified by the public and BLUS customers.

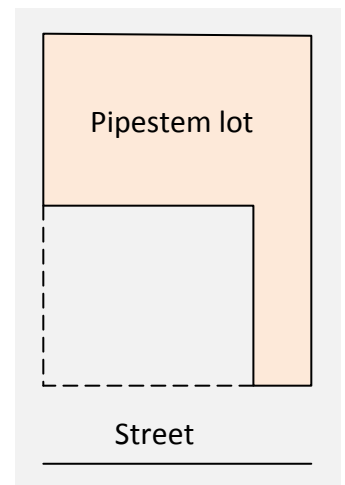
Additional Information:

While many of the code changes associated with this application are relatively minor, addressing things like code organization, terminology, and internal consistency, a few of the proposed changes are worth highlighting.

The proposed amendments would remove the conditional use permit requirement for restaurants serving alcohol in the C-1 and similar districts, but only in instances where alcohol service is an accessory to food service. Bars, taverns, and other primarily drinking establishments will still require a conditional use permit in the C-1. This will allow restaurant owners to serve alcohol as an accessory within their establishment, which is very common, without a conditional use permit. The requirement of a conditional use permit has deterred business establishments in the past within the C-1 districts and while the existing conditional use permit requirement is appropriate for taverns, which was the original intent, it is unnecessary for restaurants that may serve limited alcohol.

The proposed amendments would also refine the maximum size limitation for accessory buildings in residential districts. The current regulations make clear that accessory buildings should be smaller than the main building (both in height and size), but the existing methodology for controlling size, which is based on square footage, introduces awkward issues of how basements and partially finished attic spaces are or are not counted. The proposed change would be to regulate accessory building size based on footprint, which better addresses the above-ground size. However, in recognizing that this method does not account for multi-story homes, the proposed change would also increase the maximum size ratio from 75% to 85%. Under this proposal, the accessory structure size allowance would be determined by: 85% of the main dwelling building footprint, 15% of the lot size, or 1,000 square feet (whichever is less).

The current regulations allows for the creation of pipestem lots (also known as flag lots but, in most cases, only by using access easements instead of true pipestem lots (with a lot extension – see diagram to the right). Unfortunately, this forces the creation of easements in cases where allowing a property extension may be simpler and more desirable for all parties. In addition, the existing regulations do not clearly address how lot area and setback requirements should apply to lots that do not have traditional street frontage. The proposed amendments will define pipestem lots, clarify when such layouts are appropriate, more clearly exempt pipestem lots from meeting the frontage requirement (with limitations), and allow reasonable flexibility in determining the orientation of setbacks.



The proposed amendments would also modify the process for ADU permitting in such a way that there will be greater predictability for City staff and applicants. This change would include requiring a notice on title be recorded rather than a concomitant agreement. The notice on title accomplishes the same objective as the concomitant agreement but requires less administrative process and review. It is also proposed that the public notice requirement be removed, particularly because the notice does not allow for comment or appeal and has been seen by many neighbors who've received them as unnecessary and wasteful.

Another proposed change would allow additional flexibility to reduce the required transparency for industrial uses in certain X-Districts. This proposed change recognizes that with industrial uses it is not always desirable, and can potentially create safety issues, to have large amounts of transparency. The proposal would also clarify how the transparency requirements apply to parking garages (or the portions of buildings containing parking garages) by more clearly limiting the amount of parking garage allowed along pedestrian streets and allowing some additional flexibility for addressing transparency on other streets. In both cases, this is similar to the flexibility currently allowed for sloping properties.

While the current code contains exceptions allowing numerous types of structures to extend above height limits (such as chimneys, parapet walls, steeples, etc.), it does not address solar panels, which are becoming a more common request. Therefore, under today's regulations, a variance would be required to install solar panels on the roof of a structure which is legally nonconforming to height. It is proposed to add language that will allow solar panels to exceed the height limit in instances where the panels do not

extend more than 12-inches above the surface of the roof and on pitched roofs the panels do not extend above the ridgeline.

The proposed amendments would also refine the existing definition for small-scale food and beverage production uses and allow these “boutique” type uses, such as bakeries and coffee roasters, which would promote local small-scale production and service within minimal off-site impacts in C-1 and RCX districts, where similar-scaled facilities are already allowed. These uses would continue to be limited in size and required to include an accessory retail or eating and drinking component.

Lastly, this year’s code amendments will also consolidate the definitions contained in Chapters 13.06 (zoning) and 13.06.A (Downtown) so that they are provided in one location. Not only does this make it easier to find the definitions, but helps to ensure that there are no conflicting or duplicative definitions in the regulations. Of note, it is likely that while this is a good first step, staff will be looking at further consolidating definitions throughout Title 13 in the future.

Applicable Provisions of the Growth Management Act:

The Growth Management Act (GMA) requires that development regulations shall be consistent with and implement the Comprehensive Plan. Development regulations include, but are not limited to, zoning controls, critical area ordinances, shoreline master programs, official controls, planned unit development ordinances, subdivision ordinances, and binding site plan ordinances. The proposed amendments are designed to improve consistency and compatibility within the development regulations and between the Comprehensive Plan, zoning classifications and development regulations.

Amendment Criteria:

Applications for amendments to the Comprehensive Plan and Land Use Regulatory Code are subject to review based on the adoption and amendment procedures and the review criteria contained in TMC 13.02.045.G. Proposed amendments are required to be consistent with or achieve consistency with the Comprehensive Plan and meet at least one of the ten review criteria to be considered by the Planning Commission. The following section provides a review of each of these criteria with respect to the proposal. Each of the criteria is provided, followed by staff analysis of the criterion as it relates to this proposal.

1. There exists an obvious technical error in the pertinent Comprehensive Plan or regulatory code provisions.

Staff Analysis: The general purpose of this application is to address technical errors that have been identified through administration and application of the code. The proposed amendments are intended to address inconsistencies, correct minor errors, and improve provisions that are found to be unclear or not fully meeting their intent.

2. Circumstances related to the proposed amendment have significantly changed, or a lack of change in circumstances has occurred since the area or issue was last considered by the Planning Commission.

Staff Analysis: Not applicable

3. The needs of the City have changed, which support an amendment.

Staff Analysis: Not applicable.

4. The amendment is compatible with existing or planned land uses and the surrounding development pattern.

Staff Analysis: Not applicable.

5. Growth and development, as envisioned in the Plan, is occurring faster, slower, or is failing to materialize.

Staff Analysis: Not applicable.

6. The capacity to provide adequate services is diminished or increased.

Staff Analysis: Not applicable.

7. Plan objectives are not being met as specified, and/or the assumptions upon which the plan is based are found to be invalid.

Staff Analysis: The proposed amendments will improve consistency within the Land Use Regulatory Code, and between the Comprehensive Plan and Code.

8. Transportation and and/or other capital improvements are not being made as expected.

Staff Analysis: Not applicable.

9. For proposed amendments to land use intensity or zoning classification, substantial similarities of conditions and characteristics can be demonstrated on abutting properties that warrant a change in land use intensity or zoning classification.

Staff Analysis: Not applicable.

10. A question of consistency exists between the Comprehensive Plan and its elements and RCW 36.70A, the County-wide Planning Policies for Pierce County, Multi-County Planning Policies, or development regulations.

Staff Analysis: Not applicable.

Staff Recommendation:

Staff recommends forwarding the draft Land Use Regulatory Code clarifications and refinements for public review and comment.

Exhibits:

- A. Draft Land Use Regulatory Code Amendments



**2011 Annual Amendment Application No. 2011-08
Zoning Code Refinements**

DRAFT LAND USE REGULATORY CODE CHANGES
January 3, 2011

These proposed amendments include modifications to the following Sections of *TMC* Title 13, the Land Use Regulatory Code:

13.02 – Planning Commission

13.04 – Platting and Subdivisions

13.05 – Land Use Permit Procedures

13.06 – Zoning

13.06A – Downtown Tacoma

*Note – These amendments show all of the changes to the *existing* land use regulations. The sections included are only those portions of the code that are associated with these amendments. New text is underlined and text that is deleted is shown in ~~strikethrough~~.

Chapter 13.02
PLANNING COMMISSION

* * *

13.02.053 Area-wide zoning reclassifications.

The Planning Commission may also consider the need for area-wide zoning reclassifications, in association with or independently of Comprehensive Plan amendments, including those associated with an annexation or which are necessary to maintain the zoning classification's consistency with the Comprehensive Plan. The procedures for consideration of area-wide zoning reclassifications shall be as follows:

1. Who may request an area-wide zoning reclassification, and how. The means of submitting a request for an area-wide zoning reclassification and those empowered to submit such a request shall be the same as in Section 13.02.045.
2. Process for area-wide zoning reclassification. An area-wide zoning reclassification implementing the goals and policies of the Comprehensive Plan will be conducted by the Planning Commission, consistent with RCW 42.36.010, with recommendation to the City Council. Area-wide zoning reclassifications which are inconsistent with the Comprehensive Plan shall be proposed for adoption at the same time as and in conjunction with the Plan's amendment. Area-wide zoning reclassifications which are consistent with the Comprehensive Plan and do not require plan modification may be considered at any time.
3. Public Hearing and Recommendation for an Area-Wide Zoning Reclassification. The Planning Commission shall conduct a public hearing to consider an area-wide zoning reclassification and to determine the consistency of the reclassification with the Comprehensive Plan and its elements and RCW 36.70A. In making its recommendation to the City Council, the Planning Commission shall make findings and conclusions to demonstrate the manner in which the area-wide reclassification carries out and helps implement the goals and policies of the Comprehensive Plan. If a reclassification is recommended, it shall be based on, but not limited to, the following circumstances:
 - a. substantial evidence is presented demonstrating that growth and development is occurring in a different manner than presented in the Comprehensive Plan;
 - b. the proposed area-wide reclassification is consistent with the Comprehensive Plan and the Generalized Land Use Plan map;
 - c. the reclassification is needed to further implement the Comprehensive Plan;
 - d. the proposed reclassification is needed to maintain consistency with proposed amendments to the Comprehensive Plan;
 - e. there is substantial evidence presented showing inconsistency between the designated land use intensity in the subject area and the existing zoning; or
 - f. the subject property is suitable for development in general conformance with the zoning standards under the recommended rezone classification.
4. At least one public hearing on a proposed area-wide zoning reclassification shall be held prior to final action by the City Council.
5. Area-wide reclassifications adopted by the City Council supersede any previous reclassifications and any conditions of approval associated with such previous reclassifications.

* * *

Chapter 13.04
PLATTING AND SUBDIVISIONS

* * *

13.04.100 Plat procedures.

* * *

E. Hearing Examiner or Land Use Administrator Review of Preliminary Plat. The Hearing Examiner or Land Use Administrator shall review the proposed preliminary plat. The preliminary plat shall not be approved unless it is found that:

1. Appropriate provisions are made for the public health, safety, and general welfare, and for open spaces; drainage ways; streets or roads; alleys; other public ways; bicycle circulation; transit stops; potable water supplies; sanitary wastes; parks and recreation; playgrounds; schools and school grounds; and all other relevant facilities, including sidewalks and other planning features which assure safe walking conditions for students who walk to and from school and for transit patrons who walk to bus stops or commuter rail stations.
2. The public use and interest will be served by the platting of such subdivision and dedication.

The Hearing Examiner or Land Use Administrator shall consider the proposed preliminary plat and shall issue a decision. The decision of the Land Use Administrator shall, at the conclusion of the appeal period, be forwarded to the Hearing Examiner for concurrence with the decision. An appeal taken within 14 days of the Land Use Administrator's decision will be processed in accordance with provisions of Chapter 1.23 of the Tacoma Municipal Code.

Approval of the preliminary plat is a tentative approval and does not constitute final acceptance of the plat. Approval of the preliminary plat, however, shall be assurance to the subdivider that the final plat will be approved; provided, that:

- a. The final plat substantially conforms to the approved preliminary plat.
- b. All requirements specified for the final plat are fully complied with.

A decision on the preliminary plat shall be made by the Hearing Examiner or Land Use Administrator within 90 days from the date of filing with the City Clerk, unless the applicant consents to the extension of such time period; provided, that if an environmental impact statement is required as provided in RCW 43.21C.030, the 90-day period shall not include the time spent preparing and circulating the environmental impact statement.

A final plat meeting all requirements of this section shall be submitted to the Land Use Administrator within five years of the effective date of the preliminary plat approval. In accordance with RCW 58.17, this deadline has been extended from five to seven years, until December 31, 2014.

* * *

G. Contents of Final Plat. The final plat shall be drawn to a scale of 100 feet or less, but, preferably, 100 feet to the inch, and shall show:

1. Name of subdivision.
2. Name and address of the subdivider.
3. North point, scale, and date.
4. The boundary lines with accurate distances and bearings, and the exact location and width of all existing or recorded streets and ways intersecting the boundary of the tract.
5. True bearings and distances to the established street lines or official monuments, which shall be accurately described on the plat; municipal, township, county, or section lines accurately tied to the lines of the subdivision by distances and bearings.
6. Streets, alleys, and ways, together with their names, and any dedicated pedestrian ways, bike routes, and land for transit facilities within the subdivision.
7. The length of the arcs, radii, internal angles, points of curvature, length, and bearing of the tangents.
8. All easements for rights-of-way provided for public services or utilities and any limitations of the easement.

9. All block indications, lot numbers, and lot lines with accurate dimensions in feet and hundredths and with bearings and angles to street and alley lines.
10. The accurate location, material, and size of all monuments. Monuments shall meet the specifications of the Survey Recording Act and Public Works Department.
11. The accurate outline of all property which is offered for dedication for public use with the purpose indicated thereon, and all property that may be reserved by deed covenant for the common use of the property owners in the subdivision.
12. Zoning districts as set forth in the Tacoma zoning ordinances.
13. Private restrictions:
 - a. Boundaries of each type of use restriction;
 - b. Other private restrictions for each definitely restricted section of the subdivision.
14. Certification by a registered land surveyor to the effect that the plat is a true and correct representation of the lands actually surveyed and that all monuments shown thereon actually exist, or, in lieu of their placement, that a bond has been provided in conformance with Section 13.04.360 of this chapter, and that their location, size, and material are correctly shown.
15. Certification of approval by the City Engineer of all locations, grades, and dimensions of the plat and the construction specifications.
16. Dedication of all streets, alleys, ways, easements, parks, and lands for public use as shown on the plat and as required by the City of Tacoma.
17. All private easements (new or existing).
18. All critical areas requiring delineation in accordance with Chapter 13.11.
19. All building setback lines.

20. Common open spaces shall be dedicated, reserved or otherwise held in common by a homeowners' association or by a proportional ownership interest shared among all of the property owners within the subdivision, or alternatively, and only if acceptable to the receiving public agency, dedicated to the public.

* * *

13.04.230 Lots.

* * *

D. Pipestem Lots. The creation of pipestem lots shall be allowed in limited circumstances. The intent of these limitations is to minimize negative impacts of inconsistent development patterns while allowing land to be divided when more traditional layouts are not achievable. Pipestem lots shall provide a lot extension or primary accessway which connects to a public or private street. The creation of a pipestem lot is allowed when the following are met:

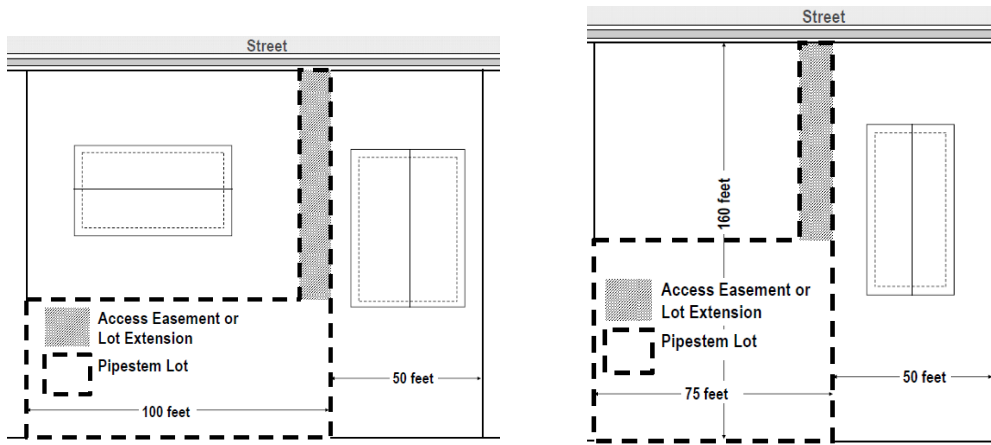
1. No more than one out of every three proposed lots is a pipestem lot; and

2. One of the following are met:

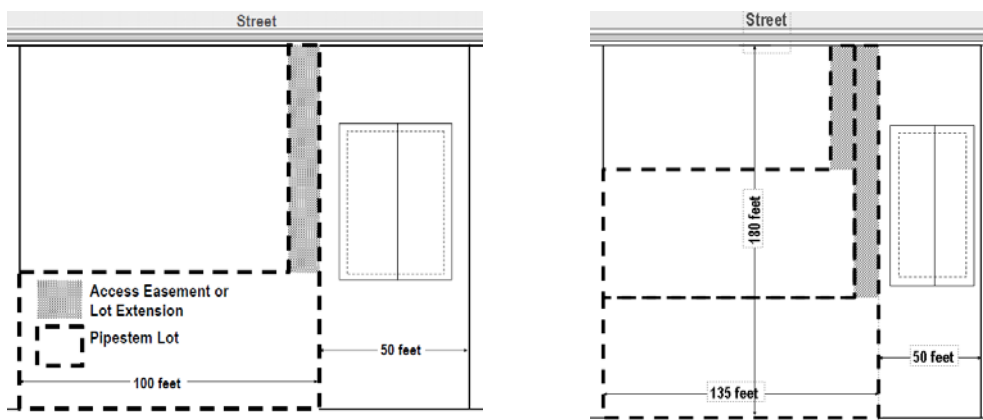
a. An existing dwelling which has been on the site for at least five years precludes a land division that is consistent with 13.04.230.A and would otherwise not meet the lot width, frontage, or setback requirements without a pipestem configuration(see examples for "R-2" District below); or

b. The site has dimensions which preclude a land division that is consistent with 13.04.230.A and would otherwise not meet the lot width, frontage, or setback requirements without a pipestem configuration (see examples for R-2 District below).

* * *



Examples of allowed pipestem layouts



Examples of prohibited pipestem layouts

* * *

Chapter 13.05
LAND USE PERMIT PROCEDURES

* * *

13.05.020 Notice process.

* * *

G. Notice and Comment Period for Specified Permit Applications. Table G specifies how to notify, the distance required, the comment period allowed, expiration of permits, and who has authority for the decision to be made on the application.

Table G – Notice, Comment and Expiration for Land Use Permits

Permit Type	Preapplication Meeting	Notice: Distance	Notice: Newspaper	Notice: Post Site	Comment Period	Decision	Hearing Required	City Council	Expiration of Permit
* * *									
Variance , height of main structure	Required	400 feet	No	Yes	30 days	LUA	No*	No	5 years
Open space classification	Required <u>Optional</u>	400 feet	No <u>Yes</u>	Yes <u>No</u>	**	<u>Hearing Examiner see TMC 13.08</u>	Yes	Yes	None
Plats 10+ lots	Required	400 feet	Yes	Yes	21 days SEPA**	Hearing Examiner	Yes	Final Plat	5 years***
Plats 5-9 lots	Required	400 feet	Yes	Yes	20 days	<u>LUA or Hearing Examiner</u>	No*	Final Plat	5 years***
Rezones	Required	400 feet	No	Yes	21 days SEPA**	Hearing Examiner	Yes	Yes	None
* * *									

INFORMATION IN THIS TABLE IS FOR REFERENCE PURPOSE ONLY.

- * When an open record hearing is required, all other land use permit applications for a specific site or project shall be considered concurrently by the Hearing Examiner (refer to Section 13.05.040.E).
- ** Comment on land use permit proposal allowed from date of notice to hearing.
- *** Must be recorded with the Pierce County Auditor within five years. See TMC 13.05.070 for additional information regarding the temporary extension of this expiration provision from five to seven years.
- **** Special use permits for wireless communication facilities, including towers, are limited to two years from the effective date of the Land Use Administrator’s decision.
- ***** If a public meeting is held, the public comment period shall be extended 7 days beyond and including the date of the public meeting.

* * *

13.05.030 Land Use Administrator – Creation and purpose – Appointment – Authority.

* * *

B. Appointment. The Land Use Administrator shall be appointed by the Director of the Community and Economic Development Department, upon advice of the Director of Public Works and the City Attorney. The Director of the Community and Economic Development Department may also designate an Acting Land Use Administrator who shall, in the event of the absence or the inability of the Land Use Administrator to act, have all the duties and powers of the Land Use Administrator. The Land Use Administrator may, at their discretion, delegate their authority relative to land use matters that involve limited discretionary authority to appropriate Building and Land Use Services staff.

C. Authority. The Land Use Administrator shall have the authority to act upon the following matters:

1. Interpretation, enforcement, and administration of the City’s land use regulatory codes as prescribed in this title;
2. Applications for conditional use permits;
3. Applications for site plan approvals;
4. Applications for variances;

5. Applications for waivers;
6. Applications for preliminary and final plats as outlined in Chapter 13.04, Platting;
7. Applications for Wetland/Stream/FWHCA Development Permits, Wetland Delineation Verifications, Wetland/Stream/FWHCA Assessments as outlined in Chapter 13.11;
8. Applications for Shoreline Management Substantial Development Permits/conditional use/ variances as outlined in Chapter 13.10;
9. Modifications or revisions to any of the above approvals;
10. Approval of landscape plans;
11. Extension of time limitations for Shoreline Permits;
12. Application for permitted use classification for those uses not specifically classified.
13. Boundary line adjustments, binding site plans, and short plats;
14. Approval of building or development permits requiring Land Use Code and Environmental Code compliance.

* * *

F. Reasonable Accommodation. Any person ~~claiming to have with~~ a disability handicap, or someone acting on his or her behalf, who wishes to be excused from an otherwise applicable requirement of this Land Use Code under the Fair Housing Amendments Act of 1988, 42 USC § 3604(f)(3)(b), or the Washington Law Against Discrimination, Chapter 49.60 RCW, ~~may be required to~~ must provide the ~~City Land Use Administrator~~ with verifiable documentation of ~~disability handicap eligibility~~ and need for accommodation. The ~~City Administrator~~ shall act promptly on the request for accommodation. If ~~handicap eligibility and the~~ need for accommodation is adequately ~~are~~ demonstrated, the ~~City Administrator~~ shall approve an accommodation, which may include granting an exception to the provisions of this Code. The City shall not charge any fee for responding to such a request.

* * *

13.05.070 Expiration of permits.

(Refer to Table G in Section 13.05.020).

A. Expiration Schedule. The following schedule indicates the expiration provisions for land use permits within the City of Tacoma.

	Type of Permit	Maximum Duration
1.	Conditional Use Permit	5 years*
2.	Variance	5 years
3.	Site Approval	5 years
4.	Waiver	5 years
5.	Wetland/Stream/FWHCA Development Permits and Wetland/Stream/FWHCA Assessments	5 years
6.	Wetland Delineation Verifications	5 years
7.	Preliminary Plats, Binding Site Plans, Short Plats, Boundary Line Adjustments	5 years to record with Pierce County Auditor**
8.	Shoreline Permits	2 years to commence construction; 5 years maximum, possible one- year extension

*Conditional use permits for wireless communication facilities, including towers, are limited to two years from the effective date of the Land Use Administrator's decision.

** In accordance with RCW 58.17, this expiration time period has been temporary extended from 5 years to 7 years, until December 31, 2014.

* * *

13.05.080 Modification/revision to permits.

A. Purpose. The purpose of this section is to define types of modifications to permits and to identify procedures for those actions.

B. Minor Modifications. No additional review for minor modifications to previously approved land use permits is required, provided the modification proposed is consistent with the standards set forth below:

- 1. The proposal would not result in a change of use or would results in a change of use that is permitted outright in the current zoning classification.
- 2. The proposal does not add to the site or approved structures more than a 10 percent increase in square footage.
- 3. If a modification in a special condition of approval imposed upon the original permit is requested, the proposed change does not modify the intent of the original condition.
- 4. The proposal does not increase the overall impervious surface on the site by more than 25 percent.
- 5. The proposal is unlikely to result in a notable increase in or any new significant adverse affects on adjacent properties or the environment.
- 6. Any additions or expansions approved through a series of minor modifications that cumulatively exceed the requirements of this section shall be reviewed as a major modification.

* * *

13.05.090 Land Use Administrator approval authority.

No building or development permit shall be issued without prior approval of the Land Use Administrator or his or her designee with regard to compliance with the Land Use Code or the Environmental Code.

* * *

13.05.100 Enforcement.

* * *

C. Enforcement Process

* * *

5. Civil Penalty

a. Any person who fails to remedy a violation or take the corrective action described by the Land Use Administrator and/or their authorized representative in a Notice of Violation within the time period specified in the Notice of Violation may be subject to monetary civil penalties. The Civil Penalty will be either:

- (1) Prepared and sent by first-class mail to the owner of the property and/or the person in control of the property, if different, and/or the person committing the violation, if different and readily identifiable; or
- (2) Personally served upon the owner of the property, and/or the person in control of the property, if different, and/or the person committing the violation, if different and readily identifiable; or
- (3) Posted on the property or premises in a prominent location and in a conspicuous manner which is reasonably likely to be discovered.

b. The Civil Penalty shall contain the following:

- (1) A statement indicating that the action outlined by the City in the Notice of Violation must be taken, or further civil penalties may be imposed to the discretion of the Land Use Administrator or his/her designee;
- (2) The address of the site and specific details of the violation which is to be corrected;
- (3) The appropriate department and/or division investigating the case and the contact person:

(4) A statement that the person to whom the Civil Penalty is directed may appeal the Civil Penalty to the Hearing Examiner, or his/her designee, including the deadline for filing such an appeal. Such Notice of Appeal must be in writing and must be received by the City Clerk's Office, no later than ten days after the Civil Penalty has been issued.

(5) A statement that if the person to whom the Civil Penalty is issued fails to submit a Notice of Appeal within ten calendar days of issuance or fails to voluntarily abate the violation indicated in the Notice of Violation, the City may remedy the violation through abatement, as outlined below, and bill such costs against the person in control of the property, if different, and/or the person committing the violation, if different and readily identifiable.

c. The site will be re-inspected to see if the condition has been corrected. If the condition has been corrected, the case will be closed. If the condition has not been corrected, a second Civil Penalty may be sent or delivered in accordance with subsection 13.05.100.C.5 above. The monetary civil penalties for violations of this chapter shall be as follows:

(1) First, second, and subsequent civil penalties, \$250;

(2) Each day that a property or person is not in compliance with the provisions of this title may constitute a separate violation of this title and be subject to a separate civil penalty.

d. Civil penalties will continue to accumulate until the violation is corrected.

e. At such time that the assessed civil penalties associated with a violation ~~exceeds~~reach \$1,000, a Certificate of Complaint may be filed with the Pierce County Auditor to be attached to the title of the property. A copy of the Certificate of Complaint shall be sent to the property owner and any other identified parties of interest, if different from the property owner.

* * *

7. Appeals of a Notice of Violation or Civil Penalty

a. A person to whom a Notice of Violation or Civil Penalty is issued may appeal the City's notice or order by filing a request with the City Clerk no later than 10 calendar days after said Notice of Violation or Civil Penalty is issued. Each request for appeal shall contain the address and telephone number of the person requesting the hearing and the name and address of any person who may represent him or her. Each request for appeal shall set out the basis for the appeal.

b. If an appeal is submitted, the Hearing Examiner, or his or her designee, will conduct a hearing, as required by this Chapter, no more than 18 calendar days after the Hearing Examiner or ~~his~~ or her designee issues a Notice of Hearing.

* * *

Chapter 13.06 ZONING

13.06.100 Residential Districts.

C. Land use requirements.

1. Applicability. The following tables compose the land use regulations for all districts of Section 13.06.100. All portions of 13.06.100 and applicable portions of 13.06.500 apply to all new development of any land use variety, including additions, and remodels, in all districts in Section 13.06.100, unless explicit exceptions or modifications are noted. The requirements of Section 13.06.100.A through Section 13.06.100.C are not eligible for variances. When portions of this section are in conflict with other portions of Chapter 13.06, the more restrictive shall apply.

2. Use requirements. The following use table designates all permitted, limited, and prohibited uses in the districts listed. Use classifications not listed in this section or provided for in Section 13.06.500 are prohibited, unless permitted via Section 13.05.030.E.

3. Use table abbreviations.

P = Permitted use in this district.
TU = Temporary Uses allowed in this district subject to specified provisions and consistent with the criteria and procedures of Section 13.06.635.
CU = Conditional use in this district. Requires conditional use permit, consistent with the criteria and procedures of Section 13.06.640.
N = Prohibited use in this district.

4. District use table.

Uses	R-1	R-2	R-2SRD	HMR-SRD	R-3	R-4-L	R-4	R-5	Additional Regulations ¹

Craft food and non-alcoholic beverage production	N	N	N	N	N	N	N	N	

Dwelling, single-family detached	P	P	P	P	P	P	P	P	No lot shall contain more than one-dwelling unless each dwelling complies with the use regulations, height regulations, area regulations, and parking regulations of the district.
Dwelling, two-family	N	N	P/CU	P/CU	P	P	P	P	In the For R-2SRD and HMR-SRD districts, two-family dwellings are permitted if lawfully in existence at the time of reclassification to R-2SRD/HMR-SRD or only upon issuance of a conditional use permit. See Section 13.06.640.

Uses	R-1	R-2	R-2SRD	HMR-SRD	R-3	R-4-L	R-4	R-5	Additional Regulations ¹
Dwelling, three-family	N	N	P/CU	P/CU	P	P	P	P	In the For R-2SRD and HMR-SRD districts , three-family dwellings are permitted if lawfully in existence at the time of reclassification to R-2SRD or HMR-SRD. New three-family dwellings are permitted only upon issuance of a conditional use permit. See Section 13.06.640. For R-3, three-family dwellings are permitted, provided existing single- or two-family dwellings shall not be enlarged, altered, extended, or occupied as a three-family dwelling, unless the entire building is made to comply with all zoning standards applicable to new buildings; and, further provided such existing structures shall not be enlarged or extended, unless such enlargement, extension, or alteration is made to conform to the height, area, and parking regulations of this district.
Dwelling, multiple-family	N	N	N	P/N	N	P	P	P	In the For HMR-SRD district , only multiple-family dwellings lawfully in existence on December 31, 2005 are permitted. Such multiple-family dwellings may continue and may be changed, repaired, and replaced, or otherwise modified, provided, however, that the use may not be expanded beyond property boundaries owned, leased, or operated as a multiple-family dwelling on December 31, 2005.
Dwelling, townhouse	N	N	CU	N	P	P	P	N	Subject to additional requirements contained in Section 13.06.100.G.
Dwelling, accessory (ADU)	P/N	P/N	P/N	P/N	P	P	P	P	In the R-1, R-2, R-2SRD and HMR-SRD districts, <i>detached</i> ADUs are prohibited while <i>attached</i> ADUs are permitted. Subject to additional requirements contained in 13.06.150.
* * *									
Eating and drinking	N	N	N	N	N	N	N	P	For R-5, minor eating and drinking establishments are permitted, provided they are within retirement homes, continuing care retirement communities, student housing, apartment complexes, or similar facilities, and are designed primarily to serve on-site residents, and are consistent with a restaurant use per Section 13.06.700.E.
Emergency and transitional housing	N	N	N	N	N	CU	CU	CU	Subject to additional requirements contained in Section 13.06.535.
Extended care facility	N	N	N	N	P	P	P	P	Subject to additional requirements contained in Section 13.06.535.
Food and non alcoholic beverage production and processing, limited	N	N	N	N	N	N	N	N	-
* * *									
Group housing	P	P	P	P	P	P	P	P	In the For R-1, R-2, R-2SRD, and HMR-SRD districts, group housing is limited to 6 or fewer unrelated adults. In the For R-3 districts, group housing is limited to 15 or fewer unrelated adults. In the For R-4L, R-4 and R-5 districts, there is no limit to the allowed number residents in a group housing facility.
* * *									

D. Lot size and building envelope standards.

	R-1	R-2	R-2SRD	HMR-SRD	R-3	R-4-L	R-4	R-5
Minimum Lot Area (in square feet, unless otherwise noted)								
* * *								
Mobile home/ trailer court-parks						3.5 acres, provided at least 3,500 sq. ft. is provided for each mobile home- lot		
Pre-existing lots	A lot which was a single unified parcel of land as indicated by the records of the Pierce County Auditor as of May 18, 1953 or a lot which was configured legally to conform to the applicable requirements but which became nonconforming as a result of subsequent changes to this chapter or other official action by the City, and which has been maintained in that configuration since, having an average width, frontage, or area that is smaller than the applicable minimum requirements may be occupied by a single-family dwelling; provided all other applicable requirements are complied with, including required setbacks, yards and design standards (see Sections 13.06.145 and 13.06.630).							
Exceptions to Minimum Lot Area Requirements	Reductions to minimum lot area requirements may be allowed pursuant to Section 13.06.145.							
Lot Measurements (in feet)								
Minimum Average Lot Width	50	50	50	50	50	50	50	50
	16 for townhouse dwellings							
Minimum Lot Frontage	25	25	25	25	25	50	50	50
	The minimum lot frontage requirement does not apply to townhouse dwellings. <u>Pipestem lots which only serve one single-family dwelling are not required to meet the minimum lot frontage requirements, provided the access easement or lot extension to such pipestem lot has a minimum width of 10 feet.</u>							
Exceptions to Minimum Lot Width	Reductions to minimum lot width may be allowed pursuant to Section 13.06.145.							
Lot Coverage (percentage)								
Maximum lot coverage	-	-	-	-	-	35	-	-
Max. Height Limits (in feet)								
Buildings within a View Sensitive Overlay district are subject to the requirements contained in 13.06.555-								
Main Buildings	35	35	35	35	35	35	60	150
Accessory Buildings	18-feet for buildings with sloped roofs with a minimum pitch of 3:12 15-feet for other accessory structures, buildings with flat roofs or with roofs with a pitch of less than 3:12 and for buildings in View Sensitive Overlay Districts.							
<u>Exceptions</u>	Buildings within a View Sensitive Overlay district are subject to the additional height restrictions contained in 13.06.555. <u>Certain specified uses and structures are allowed to extend above height limits, per Section 13.06.602.</u>							

	R-1	R-2	R-2SRD	HMR-SRD	R-3	R-4-L	R-4	R-5
Setbacks (in feet)	<p>These residential setback requirements are designed to provide yard areas that help to minimize impacts between neighboring uses, allow space for recreational activities, allow access to light and air, serve as filtration areas for storm water run-off, provide a level of privacy and comfort, provide emergency and utility access around and into buildings, provide public view corridors, create a pleasing, rhythmic streetscape, promote consistency with existing development patterns, and promote the desired character of residential neighborhoods.</p> <p><u>Certain conditional uses may require different minimum setbacks. See Section 13.06.640.</u></p>							
Minimum Front Setback	25	20	20	20	20	20	15	10
	<p>For townhouse dwellings, the minimum front yard setback shall apply only along the front property line of the development, and not to property lines internal to the development. For additional townhouse development requirements, see Section 13.06.501.N400.G.</p> <p>Garage doors that face the front property line, where such property line abuts a public street or private road, shall be setback a minimum of 20 feet from the front property line or private road easement.</p> <p><u>Pipestem lots shall provide the required front setback along one of the property lines that abut or are nearest to the accessway/lot extension. The accessway/lot extension shall not be included when measuring the setback. The front yard setback will determine the orientation of the other required setbacks.</u></p>							
* * *								
Minimum <u>Usable</u> Yard Space	<p>All lots shall provide a contiguous rear or side useable yard space equivalent to at least 10% of the lot size. This usable yard space shall meet all of the following standards:</p> <ul style="list-style-type: none"> • Have no dimension less than 15-feet, except for lots that are less than 3500 SF, where the minimum dimension shall be no less than 12 feet • Not include alley or driveway spaces or required buffers • Not be located in the front yard <p>For townhouse and multi-family developments, this <u>usable</u> yard space requirement can be calculated based on the overall project site and the yard space(s) provided to meet the requirement can be any combination of individual and shared yard spaces, as long as each meets the above standards and as long as all dwellings have access to at least one qualifying yard space.</p>							
* * *								

F. Accessory building standards. Accessory buildings permitted per [Section 13.06.100.C.4](#), such as garages, sheds, common utility and laundry facilities, and business offices and recreational facilities for mobile home/[trailer courts parks](#) and multi-family uses, are subject to the following location and development standards:

1. The total square footage of [all](#) accessory building [footprints](#) shall be no more than [87.5%](#) of the square footage of the main building [footprint](#) and no more than 15% of the square footage of the lot. In addition, the total [building footprint](#) square footage of structures accessory to a single-family dwelling shall not exceed 1,000 square feet, except where properties contain a detached accessory dwelling unit, [in which case, when](#) the total square footage of accessory building [footprints](#) (including the detached ADU) shall be no more than 1,500 square feet. See Section 13.06.150 for [ADU standards on Accessory Dwelling Units](#).
2. A stable shall be located [at least not less than](#) 25 feet from any street right-of-way line [and at least not less than](#) seven and one-half feet from any side lot line. The capacity of a private stable shall not exceed one horse for each 20,000 square feet of lot area.
3. Except for an approved Accessory Dwelling Unit (ADU – see Section 13.06.150), an accessory building shall contain no habitable space. Plumbing shall not be permitted in an accessory building without a finding by the Building Official that such plumbing is not to be utilized in conjunction with habitable space within [the an](#) accessory building or will not permit the accessory building to be utilized as habitable space.

* * *

G. Townhouse Standards. [Refer to Section 13.06.501.O for design standards that](#) [The following requirements apply to all townhouse developments in R-Districts.](#) ~~These requirements are intended to provide façade articulation that emphasizes individual units and reduces the apparent mass of structures, minimize impacts of vehicular access and service elements, and emphasize pedestrian access and building orientation to the street.~~

~~1. Building Mass:~~

- ~~a. The maximum number of attached units in one cluster is six, with minimum spacing between clusters of 10 feet.~~
- ~~b. Unit articulation. Facades with more than two townhouses facing a street, alley, common open space or common parking area shall be articulated to emphasize individual units. This can be accomplished by either roofline modulation consistent with Section 13.06.501.I and/or vertical building modulation. To qualify for vertical building modulation, the minimum depth and width of modulation shall be 2 and 4 feet, respectively, if tied to a change in building material/siding style. Otherwise, the minimum depth and width of modulation shall be 10 and 15 feet, respectively.~~
- ~~c. At least 15 percent of the facade (all vertical surfaces facing the street) shall be comprised of transparent windows and/or doors. Rough openings shall be used to calculate this requirement.~~

~~2. Garage Orientation & Vehicular Access:~~

- ~~a. Garage doors shall not face any street~~
- ~~b. Vehicular access and garages for all units shall be placed off of the alley, where suitable access is available, such as an abutting right of way that is or can practicably be developed.~~
- ~~c. Where street front vehicular access is necessary, driveway approaches shall be limited to no more than one for every 9 units in the development.~~
- ~~d. Driveway approach widths along public or private roads are limited to 14 feet when serving one unit and 20 feet in width when serving multiple units.~~

~~3. Pedestrian Orientation:~~

- ~~a. Townhouses fronting on a street must all have individual, ground-related entries that are accessible from the sidewalk.~~
- ~~b. A continuous pedestrian walkway composed of a raised sidewalk or a material that is distinct from adjacent parking or driving surfaces must be provided between the front entrance of each unit and the nearest public sidewalk. Walkways accessing individual units shall be a minimum of 4 feet wide and walkways accessing multiple units shall be a minimum of 5 feet wide.~~

~~4. Utilities:~~

- ~~a. Utility meters, electrical conduit, and other service utility apparatus shall be located and/or designed to minimize their visibility from the street. If such elements are mounted in a location visible from the street, common open space, or shared auto courtyards, they shall be screened with vegetation or by architectural features.~~

~~b. Service, loading, and garbage areas. Developments shall provide a designated area for service elements (refuse and disposal). Such elements shall be sited along the alley, where available. Such elements shall not be located along the street frontage. Where there is no alley available, service elements shall be located to minimize the negative visual, noise, odor, and physical impacts and shall be screened from view from the street and sidewalk.~~

H. Common requirements. To streamline the Zoning Code, certain requirements common to all districts are consolidated under Section 13.06.500. These requirements apply to Section 13.06.100 by reference.:

~~Refer to Section 13.06.500 for the following requirements in Section 13.06.100 districts:~~

13.06.501 Building design standards

13.06.502 Landscaping and/or buffering standards.

13.06.510 Off-street parking and storage areas.

13.06.511 Transit support facilities.

13.06.512 Pedestrian and bicycle support standards.

13.06.520 Signs

13.06.602 General restrictions (contains certain common provisions applicable to all districts, such as general limitations and exceptions regarding height limits, yards, setbacks and lot area)

13.06.140 PRD Planned Residential Development District.

* * *

B. Procedures. Application for reclassification to a PRD District shall be made in accordance with the provisions of Chapter 13.05 and Section 13.06.650. Applications for reclassification to a PRD District shall bear the written consent of the owners of all property within the proposed PRD. Applications for a major modification to an existing PRD District shall bear the written consent of the owners of the specific properties proposed to be modified.

An application for site approval shall accompany a request for reclassification to a PRD District. Applications filed subsequent to such a reclassification shall be considered by the Land Use Administrator. Where only a portion of the development is submitted for site approval, a preliminary plan for the remainder of the development shall also be submitted, indicating the intended layout for the remainder of the development.

The Hearing Examiner shall conduct a public hearing on all applications for site approval which accompany a reclassification request. In acting upon a request for site approval, the Hearing Examiner or Land Use Administrator shall consider, but not be limited to, the following criteria:

* * *

4. A plan or plans at a scale of not less than one inch equals 200 feet for the proposed development showing:

a. Proposed name of the development, north point, scale, date, legal description, and names and addresses of the developer, engineer, surveyor, land planner, and landscape architect.

b. The basic layout of the site or portion thereof, including lot design, if any, building locations, street layout, and roadway widths.

c. Horizontal alignment data for all streets and vehicular accessways.

d. Any areas proposed to be dedicated or reserved for public parks, schools, or playgrounds, or otherwise dedicated or reserved for public purposes.

e. Other undedicated open space set aside for the use of the residents of the development in common.

f. A general land use plan for the proposed district indicating the areas to be used for the various purposes.

g. Types of dwellings and site locations there~~offer~~.

* * *

C. General requirements.

* * *

20. There shall be adequate provisions to insure the perpetual maintenance of all non-dedicated accessways and all other areas used, or available for use, in common by the occupants of the PRD District.

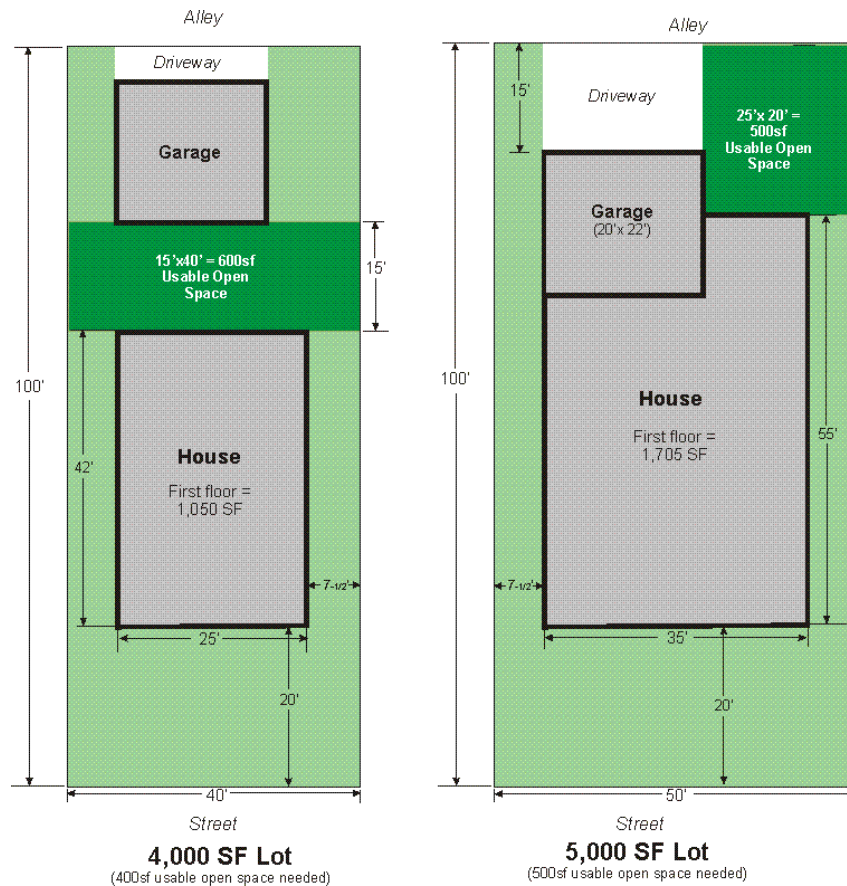
* * *

F. Area regulations.

* * *

6. Common Open Space. A minimum of one-third of the gross site area of the PRD District shall be provided as common open space. For the purpose of this section, common open space shall be defined as land which is provided or maintained for the general enjoyment of the residents of the PRD District or the general public and not used for buildings, dedicated public rights-of-way, private access/road easements, driveways, traffic circulation and roads, private yards, required sidewalks, utility areas, storm water facilities (unless also developed as a recreational area), parking areas, or any kind of storage. Common open space includes, but is not limited to woodlands, open fields, streams, wetlands, other water bodies, habitat areas, steep slope areas, landscaped areas, parks, beaches, community gardens, courtyards, or recreation areas.

* * *



13.06.145 Small-lot single-family residential development.

* * *

6. Functional yard space. All lots shall provide at least one contiguous yard space equivalent to at least 10 % of the lot size. (See examples below) This usable yard space shall:

- a. Feature minimum dimensions of 15 feet² on all sides, except for lots that are less than 3,500 SF, where the minimum dimensions shall be no less than 12 feet.
- b. Not include alleys or driveways space
- c. Not be located within the front yard

* * *

13.06.150 Accessory dwelling units.

* * *

B. Procedures. Any property owner seeking to establish an ADU in the City of Tacoma shall apply for approval in accordance with the following procedures:

1. Application. Prior to installation of an ADU, the property owner shall apply for an ADU permit with Building and Land Use Services. A complete application shall include a properly completed application form, floor and structural plans for modification, fees as prescribed in subsection B.2 below, and an affidavit of owner occupancy as prescribed in subsection B.3 below.

2. Fees. Fees shall be required in accordance with Section 2.09.020. Upon sale of the property, a new owner shall be required to sign a new affidavit and to register the ADU, paying the applicable fee in accordance with Section 2.09.020.

3. Affidavit. The property owner shall sign an affidavit before a notary public affirming that the owner occupies either the main building or the ADU, and agrees to all requirements provided in subsection C.

~~4. Permit. Upon receipt of a complete application, application fees, and a notarized affidavit, and upon approval of the structural plans, an ADU permit shall be issued to the property owner.~~

~~4.5. Notice on titleconcomitant agreement. Upon issuance of the ADU permit, the property owner of any property containing an ADU shall record with the Pierce County Auditor a notice on title of the ADUarized concomitant agreement. Such noticeagreement shall be in a form as specified by Building and Land Use Services, and shall include as a minimum: (a) the legal description of the property which has been permitted for the ADU; and (b) the conditions necessary to apply the restrictions and limitations contained in this section. The property owner shall submit proof that the notice on titleconcomitant agreement has been recorded prior to inspection and issuance of an ADU permitcertificate of approval by Building and Land Use Services. The notice on titleconcomitant agreement shall run with the land as long as the ADU is maintained on the property. The property owner may, at any time, apply to Building and Land Use Services for a termination of the notice on titleconcomitant agreement. Such termination shall be granted upon proof that the ADU no longer exists on the property.~~

~~5. Permit. Upon receipt of a complete application, application fees, a notarized affidavit, proof of recorded notice on title, and approval of any necessary building or other construction permits, an ADU permit shall be issued.~~

~~6. Inspection. After the City has: (a) received a completed application, application fees, and a signed affidavit; (b) approved an ADU permit; and (c) received a recorded concomitant agreement, the City shall inspect the property to confirm that minimum and maximum size limits, required parking and design standards, and all applicable building, health, safety, energy, and electrical code standards are met. Satisfactory inspection of the property shall result in the issuance of a certificate of approval.~~

~~7. Notification. Upon inspection and issuance of a certificate of approval for the ADU, the City will send a non-appealable notice to owners of property within 400 feet of the site, enclosing requirements for the ADU and a copy of the concomitant agreement signed by the applicant.~~

~~8. Reports. Building and Land Use Services shall report annually to the City Council regarding ADU applications. The report shall include: (a) the number of units established; (b) the geographic distribution of the units; (c) the average size of the units; and (d) the number and type of completed regulatory enforcement actions. The ADU ordinance will be reassessed every five years, or sooner, if records show that 20 percent of the single family structures within any census tract or City wide have ADUs.~~

~~7.9. Violations. A violation of this section regarding provision of ownership shall be governed by subsection C.5, and a violation of provision of legalization of nonconforming ADUs shall be governed by subsection C.10. Violations of any other provisions shall be governed by Section 13.05.100.~~

* * *

13.06.200 Commercial Districts.

* * *

C. Land use requirements.

1. Applicability. The following tables compose the land use regulations for all districts of Section 13.06.200. All portions of Section 13.06.200 and applicable portions of Section 13.06.500 apply to all new development of any land use variety, including additions and remodels, in all districts in Section 13.06.200, unless explicit exceptions or modifications are noted. The requirements of Section 13.06.200.A through Section 13.06.200.C are not eligible for variance. When portions of this section are in conflict with other portions of Chapter 13.06, the more restrictive shall apply.

2. Use requirements. The following use table designates all permitted, limited, and prohibited uses in the districts listed. Use classifications not listed in this section or provided for in Section 13.06.500 are prohibited, unless permitted via Section 13.05.030.E. Certain street level use restrictions may apply; see Section 13.06.200.C.4 below.

3. Use table abbreviations.

P = Permitted use in this district.
CU = Conditional use in this district. Requires conditional use permit, consistent with the criteria and procedures of Section 13.06.640.
TU = Temporary Uses allowed in this district subject to specified provisions and consistent with the criteria and procedures of Section 13.06.635.
N = Prohibited use in this district.

4. District use table.

Uses	T	C-1	C-2 ¹	HM	PDB	Additional Regulations ^{2,3} (also see footnotes at bottom of table)
* * *						
Brewpub	N	N	P	N	N	2,400 barrel annual brewpub production maximum, equivalent volume winery limit.
* * *						
<u>Craft food and non-alcoholic beverage production</u>	<u>N</u>	<u>P</u>	<u>P</u>	<u>N</u>	<u>P</u>	<u>See Section 13.06.700.C for use definition, which includes certain size limitations. In C-1 Districts, all production, processing, and distribution activities are to be conducted within an enclosed building.</u>
* * *						
<u>Eating and drinking</u>	<u>N</u>	<u>P/CU</u>	<u>P</u>	<u>P</u>	<u>P/CU</u>	<u>In the C-1 and PDB districts, restaurants are permitted outright while drinking establishments require a conditional use permit. See Section 13.06.700.E for the definitions of restaurants and drinking establishments. In the C-2 district, live entertainment is limited to that consistent with either a Class "B" or Class "C" Cabaret license as designated in Chapter 6B.70. In all other districts, live entertainment is limited to that consistent with a Class "C" cabaret license as designated in Section 6B.70. a. In C-1 and PDB, live entertainment limited to that consistent with a Class "C" Cabaret license as designated in Chapter 6B.70; b. In C-2, live entertainment limited to that consistent with either a Class "B" or Class "C" Cabaret license as designated in Chapter 6B.70; e. Alcohol service, in C-1 and PDB, requires a conditional use permit. (See Table 13.06.200.D for size limitation in HM and PDB)</u>

Uses	T	C-1	C-2 ¹	HM	PDB	Additional Regulations ^{2,3} (also see footnotes at bottom of table)
Emergency and transitional housing	CU	CU	P	CU	CU	See Sections 13.06.535 and 13.06.640.
Extended care facility	P	P	P	P	P	See Section 13.06.535.
Food and non-alcoholic beverage production and processing, limited	N	N	P	N	P	Not to exceed 4,000 square feet or 45 percent of the floor area, whichever is less, and must include a retail component fronting the street at the sidewalk level.
* * *						
Microwinery, limited	N	CU	P	N	CU	Alcohol service, in C-1 and PDB zones, requires a conditional use permit. Must include a retail component that occupies a minimum of 500 gross square feet of usable space, fronts the street at sidewalk level or has a well-marked and visible entrance at sidewalk level, and is open to the public a minimum of forty (40) hours per week. All production activities must be conducted within an enclosed building. Within C-1 districts, no outside storage is allowed. Outside storage is allowed in all other districts where this use is permitted provided screening and/or buffer landscapeplanting areas are plantedprovided in accordance with Section 13.06.502.B.
* * *						
Self-storage	N	N	P	N	P	Any other use of the facility shall be consistent with this section. See specific requirements in Section 13.06.503.B.
* * *						
Vehicle service and repair	N	N/P*	P	N	N	*In the C-1 District, car washes are allowed with a limited of 2 bays stalls in C-1. Washing bays shall be enclosed on at least 2 sides and covered with a roof. No water shall spray or drain off-site. Subject to development standards contained in Section 13.06.510.E. Prohibited in any commercial district combined with a VSD View Sensitive Overlay District and adjacent to a Shoreline District (i.e., Old Town Area).
* * *						

D. Building envelope standards.

	T	C-1	C-2	HM	PDB
* * *					
Maximum Height Limit	35 feet	35 feet	45 feet	150 feet	45 feet
	Height will be measured consistent with Building Code, Height of Building, unless a View Sensitive Overlay District applies. Height may be further restricted in View-Sensitive Overlay Districts, per Section 13.06.555. Certain specified uses and structures are allowed to extend above height limits, per Section 13.06.602.				
Maximum Height Exceptions	1.— Schools, libraries, structures for religious assembly, colleges: In districts with a height limit of 35 feet, these facilities, when permitted as a use, are allowed at a maximum 45 feet in height. 2.— Structures, above height limits: Chimneys, tanks, towers, steeples, flagpoles, smokestacks, silos, elevators, fire or parapet walls, and/or similar necessary building appurtenances may exceed the district height limit provided all structural or other requirements of the City of Tacoma are met and no usable floor space above the district height limit is added.				

Maximum Floor Area per Building	20,000 square feet None	30,000 square feet	None	7,000 square feet for eating and drinking, retail and personal service uses	7,000 square feet for eating and drinking, retail and personal service uses
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F. Common requirements. To streamline the Zoning Code, certain requirements common to all districts are consolidated under Section 13.06.500. These requirements apply to Section 13.06.200 by reference.

Refer to Section 13.06.500 for the following requirements in Section 13.06.200 districts:

- 13.06.501 Building design standards.
- 13.06.502 Landscaping and/or buffering standards.
- 13.06.503 Residential transition standards.
- 13.06.510 Off-street parking and storage areas.
- 13.06.511 Transit support facilities.
- 13.06.512 Pedestrian and bicycle support standards.
- 13.06.520 Signs.

13.06.602 General restrictions (contains certain common provisions applicable to all districts, such as general limitations and exceptions regarding height limits, yards, setbacks and lot area)

13.06.300 Mixed-Use Center Districts.

* * *

B. Districts established. The following specific districts are established to implement the purposes of this section and the goals and policies of Tacoma's Comprehensive Plan:

1. NCX Neighborhood Commercial Mixed-Use District. To provide areas primarily for immediate day-to-day convenience shopping and services at a scale that is compatible and in scale with the surrounding neighborhood, including local retail businesses, professional and business offices, and service establishments. This district is intended to enhance, stabilize, and preserve the unique character and scale of neighborhood centers and require, where appropriate, continuous retail frontages largely uninterrupted by driveways and parking facilities with street amenities and direct pedestrian access to the sidewalk and street. Residential uses are encouraged as integrated components in all development.

2. CCX Community Commercial Mixed-Use District. To provide for commercial and retail businesses intended to serve many nearby neighborhoods and draw people from throughout the City. These areas are envisioned as evolving from traditional suburban development to higher density urban districts. Walking and transit use are facilitated through designs which decrease walking distances and increase pedestrian safety. Uses include shopping centers with a wide variety of commercial establishments; commercial recreation; gas stations; and business, personal, and financial services. Residential uses are encouraged in CCX Districts as integrated development components.

3. UCX and UCX-TD Urban Center Mixed-Use District. To provide for dense concentration of residential, commercial, and institutional development, including regional shopping centers, supporting business and service uses, and other regional attractions. These centers are to hold the highest densities outside the Central Business District. An urban center is a focus for both regional and local transit systems. A TD designation is used for the Urban Center Mixed-Use District in the Tacoma Dome area to provide specific transit-oriented development, consistent with the Tacoma Dome Area Plan. Walking and transit use is facilitated through designs which decrease walking distances and increase pedestrian safety. Residential uses are encouraged in UCX Districts as integrated development components.

4. RCX Residential Commercial Mixed-Use District. To provide sites for medium- and high-intensity residential development in centers, with opportunities for limited mixed use. This district is primarily residential in nature and provides housing density on the perimeter of more commercial mixed-use zones.

Commercial uses in this district are small in scale and serve the immediate neighborhood. These uses provide opportunities for employment close to home. This district frequently provides a transition area to single-family neighborhoods.

5. CIX Commercial Industrial Mixed-Use District. To provide sites for a mix of commercial establishments and limited industrial activities, including light manufacturing, assembly, distribution, and storage of goods, but no raw materials processing or bulk handling. Larger scale buildings are appropriate. Residential uses are permitted.

6. NRX Neighborhood Residential Mixed-Use District. To provide for a predominantly residential neighborhood, to discourage removal of existing single-family residential structures; and to encourage in-fill residential development of appropriate size and design. This district is designed for areas characterized by an established mix of housing types and limited neighborhood commercial uses, in areas which were formerly zoned to permit residential development at densities greater than single-family, where redevelopment removed many existing single-dwelling structures and where there is continued development pressure that threatens single-family dwellings. Adaptive reuse of existing single-family detached structures as duplexes or triplexes is permitted with special review. Multiple-family dwellings in existence at the time of reclassification to NRX are conforming uses.

7. URX Urban Residential Mixed-Use District. To provide sites for medium intensity residential development, such as townhouses, condos and apartments. This district is residential in nature and provides housing density in proximity to more commercial mixed use zones. This district serves as a transition between more intensive MUC uses and surrounding residential areas.

8. HMX Hospital Medical Mixed-Use District. This district is intended for limited areas that contain hospitals and/or similar large-scale medical facilities along with a dense mix of related and supportive uses, such as outpatient medical offices, care facilities, counseling and support services, medical equipment and support facilities, food and lodging. Residential uses are also appropriate. The district includes with limitations on non-medical and non-related uses, to only allow uses which may serve typical needs of medical centers such as food and lodging. It is not intended for introduction into areas not containing or non-contiguous to a hospital or similar facility. Residential uses are also appropriate. Walking and transit use is facilitated through designs which decrease walking distances

and increase pedestrian safety. This classification is not appropriate inside Comprehensive Plan designated low-intensity areas.

* * *

D. Land use requirements.

1. Use requirements. The following use table designates all permitted, limited, and prohibited uses in the districts listed. Use classifications not listed in this section or provided for in Section 13.06.500 are prohibited, unless permitted via Section 13.05.030.E.

2. Use table abbreviations.

P	= Permitted use in this district.
CU	= Conditional use in this district. Requires conditional use permit, consistent with the criteria and procedures of Section 13.06.640.
TU	= Temporary use consistent with Section 13.06.635.
N	= Prohibited use in this district.

3. District use table.

Uses	NCX	CCX	UCX	UCX-TD	RCX ¹	CIX	HMX	URX	NRX	Additional Regulations ^{3,4} (also see footnotes at bottom of table)
* * *										
Correctional facility	N	N	N	N	N	N	N	N	N	
Craft food and non-alcoholic beverage production	P	P	P	P	P	P	N	N	N	See Section 13.06.700.C for use definition, which includes certain size limitations. In NCX, CCX, and RCX Districts, all production, processing, and distribution activities are to be conducted within an enclosed building.
Cultural institution	P	P	P	P	N	P	N	N	N	
* * *										
Extended care facility	P	P	P	P	P	P	P	P	P	See Section 13.06.535. In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. ²
Food and non-alcoholic beverage production and processing, limited	P	P	P	P	N	P	N	N	N	Not to exceed 4,000 square feet or 45 percent of the floor area, whichever is less, and must include a retail component fronting the street at the sidewalk level.
Foster home	P	P	P	P	P	P	P	P	P	In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. ²
* * *										
Seasonal sales	TU	TU	TU	TU	TU	TU	TU	TU	TU	Subject to Section 13.06.635.
Self-storage	N	P	P	P	N	P	N	N	N	See specific requirements in Section 13.06.503.B. In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. ²
Staffed residential home	P	P	P	P	P	P	P	P	P	See Section 13.06.535. See definition for bed limit. Prohibited at street level along designated core pedestrian streets in NCX and CCX Districts. ² Not subject to minimum densities found in Section 13.06.300.E.

Uses	NCX	CCX	UCX	UCX-TD	RCX ¹	CIX	HMX	URX	NRX	Additional Regulations ^{3,4} (also see footnotes at bottom of table)
* * *										
Utilities	CU	CU	CU	CU	CU	CU	CU	CU	CU	In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. ² Not subject to RCX residential requirement. ¹
Vehicle rental and sales	N*	P	P	P	N	P	N	N	N	In UCX-TD, only permitted if 50 percent of site contains an enclosed building. In CCX Districts, prohibited <u>at street level</u> along frontage of designated core pedestrian streets. ² *Use permitted in the 56th Street and South Tacoma Way Mixed-Use Center NCX only, if all activities occur within buildings; outdoor storage repair, and sales are prohibited.
Vehicle service and repair	N*	P	P	P	N	P	N	N	N	All activities must occur within buildings; outdoor storage and/or repair is prohibited. <u>Subject to development standards contained in Section 13.06.510.E.</u> In UCX-TD, only permitted if 50 percent of site contains an enclosed building. In CCX Districts, prohibited along frontage of designated core pedestrian streets. ² *Use permitted in the 56th Street and South Tacoma Way Mixed-Use Center NCX only, <u>provided</u> if all activities occur <u>entirely</u> within buildings; outdoor storage and/or repair is prohibited.
Vehicle service and repair, industrial	N	N	P	P	N	P	N	N	N	<u>Subject to additional development standards contained in Section 13.06.510.E.</u>
Vehicle storage	N	N	N	N	N	P	N	N	N	Subject to development standards contained in Section 13.06.510.D.
* * *										

E. Building envelope standards.

1. The following table contains the primary building envelope requirements. See Section 13.06.501 for additional requirements:

	NCX	CCX	UCX	UCX-TD	RCX	CIX	HMX	URX	NRX	Additional Requirements
* * *										
Maximum height of structures (feet)	45 feet ¹ ; 65 feet in the Stadium Mixed-Use Center ¹	60 feet; 75 feet, if at least 25 percent of floor area is residential or through use of TDRs from an identified TDR sending area ⁴ .	75 feet; 120 feet, if at least 25 percent of floor area is residential or through use of TDRs from an identified TDR sending area ⁴ .	75 feet ² , 120 feet, if for a cultural institution or at least 25 percent of floor area is residential, including hotels, or through use of TDRs from an identified TDR sending area ⁴ .	60 feet ¹	75 feet	150 feet	45 feet ³	35 feet	Height will be measured consistent with Building Code, Height of Building. Maximum heights, shall be superseded by the provisions of Section 13.06.503.A. Certain specified uses and structures are allowed to extend above height limits, per Section 13.06.602.
	¹ In NCX, RCX, and CIX Districts, additional height above these standard height limits may be allowed in certain areas through the X-District Height Bonus Program – see Section 13.06.300.E.2.									
	² In UCX-TD Districts, for all properties lying south of a line running parallel to the center line of the alley between East 26th Street and East 27th Street starting at the western boundary of the UCX-TD District and running east to the center line of East E Street, then north to the center line of East 26th Street, then east to the eastern boundary of the UCX-TD District, height is 120 feet, if at least 4 of the design elements found in Section 13.06A.080 (excluding Section 13.06A.080(8)) are incorporated into the project. Height can be increased to 225 feet, if at least 4 of the design elements are incorporated and 2 of the special features found in Section 13.06A.090 (excluding Section 13.06A.090(7)) are included.									
	³ In the McKinley Mixed-Use Center, the portion of the URX District that is north of the alley between East Wright Avenue and East 34 th Street has a height limit of 35 feet instead of 45 feet.									
	⁴ Where the use of TDRs is identified as a method for obtaining additional height, this option shall become effective as of the date of adoption of a TDR program by the City.									
* * *										

	NCX	CCX	UCX	UCX-TD	RCX	CIX	HMX	URX	NRX	Additional Requirements
Minimum density (units/acre)	30; 40 on designated pedestrian streets (see Section 13.06.300.C)	30; 40 on designated pedestrian streets (see Section 13.06.300.C)	40	30	30; 40 on designated pedestrian streets (see Section 13.06.300.C)	None	None	25	None	Projects that do not include residential uses, and mixed-use projects (such as residential & commercial, residential & industrial, or residential & institutional) are exempt from minimum-density requirements.
	For purposes of this provision, density shall be calculated by dividing the total number of dwelling units in a development by the area, in acres, of the development site, excluding any accessory dwelling units or areas dedicated or reserved for public rights-of-way or full private streets. <u>In the same manner, to determine the minimum number of units required to meet this standard, multiply the size of the property, in acres, by the required minimum density, then round up to the nearest whole number. For example, the minimum number of units required on a 6,500 square foot (.15 acre) property located in the RCX District would be 5 units (.15 x 30 = 4.47, which rounds up to 5 units).</u>									

2. X-District Height Bonuses. The X-District Height Bonus program provides a mechanism to allow for additional height for projects within certain portions of the Neighborhood Mixed-Use Centers. It is designed to encourage new growth and foster economic vitality within the centers, consistent with the State Growth Management Act and the City’s Comprehensive Plan, while balancing taller buildings and greater density with public amenities that help achieve the community’s vision for the centers, with improved livability, enhanced pedestrian and transit orientation, and a quality built environment, and realize other City-wide goals. Through this program, projects within certain areas may qualify for additional building height, above and beyond the standard maximum height limits outlined above, under Subsection E.1. In order to achieve these increased height limits, projects are required to provide one or more public benefit bonus features.

a. Applicability. Where applicable in the Mixed-Use Centers, the height bonus provision allows for projects to be eligible to increase the standard maximum height limit through the incorporation of one or more public benefit features into the development of the project. These public benefit features are divided into two levels, each of which is outlined below (see graphic on the next page). The following table details the areas within the various neighborhood centers that are eligible for this height bonus program and the maximum additional height allowed through each of the two bonus levels:

Zoning District & Center	Base Height Limit <i>(allowed without any bonus items)</i>	Maximum Height Allowed Through Level 1³	Maximum Height Allowed Through Level 2³
NCX – Neighborhood Commercial Mixed-Use District (Proctor, Lincoln, 6 th & Pine, McKinley, and Narrows Centers)	45 feet	65 feet	Not Available
NCX – Neighborhood Commercial Mixed-Use District (Stadium Center)	65 feet	75 feet	85 feet
NCX – Neighborhood Commercial Mixed-Use District (56 th & South Tacoma Way Center)	45 feet	65 feet	85 feet
NCX – Neighborhood Commercial Mixed-Use District (MLK Center – property within 200 ft of Core Pedestrian Street) ¹	45 feet	65 feet	85 feet
NCX – Neighborhood Commercial Mixed-Use District (MLK Center – property not within 200 ft of core pedestrian street) ¹	45 feet	65 feet	Not Available
RCX – Residential Commercial Mixed-Use District (MLK Center – east of MLK Jr. Way and between 9 th and 13 th Streets)	60 feet	70 feet ²	80 feet
CIX – Commercial-Industrial Mixed-Use District (56 th & South Tacoma Way Center)	75 feet	90 feet	100 feet

Footnotes:

1. | The 200-foot depth used to define ~~the~~ some of the areas eligible for the height bonus program shall be extended to encompass an entire development site when at least 60% of the development site is within the standard 200-foot deep bonus area. For purposes of this provision, the “development site” can include multiple parcels as long as they are part of the same project proposal and are abutting or separated by no more than an alley right-of-way.
2. Within the RCX-zoned area, the “Residential Use” item that is provided within the Level 1 bonus palette is not available.
3. Projects that qualify for this program are still subject to the upper-story setback restrictions found in Section 13.06.503.A.

b. Height Bonus Palettes. The two tables below outline the various public benefit features available for incorporation as part of a project in order to increase maximum height limits, as described above. The following limitations and guidelines apply to the use of the bonus palettes:

(1) In no case, regardless of how many bonus features are incorporated, can the additional maximum height limits outlined above be exceeded.

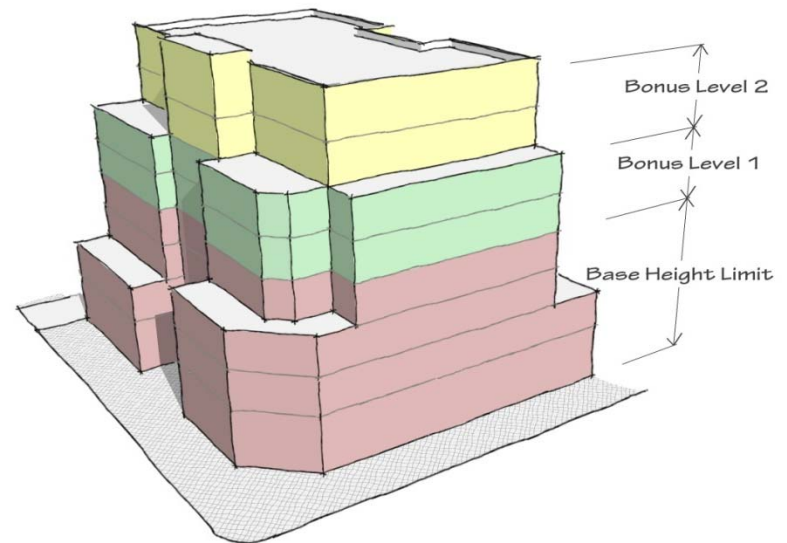
(2) In cases where the bonus height associated with a feature exceeds the maximum bonus height available, that bonus feature can be incorporated but shall only be worth the maximum amount available. For example, if the maximum amount available is 10 feet and a project incorporates the “Affordable Housing” bonus feature (which is normally worth 20 feet), that feature would only be worth 10 feet in that case.

(3) Within each level, projects can include any combination of the available features to achieve the additional allowed height. In those areas where the maximum height bonus available is divided into two steps, the bonus features in the Level 2 palette can-not be utilized for the first step of additional height and the bonus features in the Level 1 palette can-not be utilized for the second step of additional height.

(4) The bonus palettes identify the minimum of what must be incorporated in order to achieve each feature and qualify for the associated bonus height. Bonus features must be provided in full in order to qualify and partial credit is not available. For example, the “Residential Use” bonus feature requires that at least 50% of the project be residential in order to receive 10 feet of additional height – providing 25% of the project as residential is not worth 5 feet.

(5) Bonus features can-not be counted more than once toward the additional allowed height or be worth more than the maximum height identified for that feature, even if the project provides more than the minimum amount required to qualify (providing a bonus feature twice or at twice the level described is not worth twice the bonus amount). A limited exception to this restriction is allowed for green roofs, such that a green roof can count as the “Green Roof” bonus item and also be one part of a larger design strategy to achieve the “LID Stormwater Management” or “Energy Efficiency” bonus items.

(6) Bonus features are not subject to variance.



X-District Height Bonus Program

HEIGHT BONUS PALETTE – LEVEL 1

BONUS FEATURE	DEFINITION	BONUS HEIGHT
* * *		
QUALITY OF LIFE		
Affordable Housing	At least 20% of residential units provided for households making less than 80% of area median income. In order to qualify, the affordable units shall meet all of the standards prescribed through the City’s Multi-family Property Tax Incentive program.	20 feet
Affordable Housing Trust Fund	Contribution to the City’s Housing Trust Fund in an amount equal to 0.5% of the value of the building (as calculated using the latest Building Valuation Data published by the International Code Council). This contribution would be made available in loans or grants to public or private developers for the development of housing for households making less than 80% of area median income. First priority for the use of the contribution would be within the mixed-use center where the project contribution is being made.	10 feet
Open Space Fund Contribution (0.5%)	Contribution to the City’s Open Space Fund in an amount equal to 0.5% of the value of the building (as calculated using the latest Building Valuation Data published by the International Code Council). These funds would be utilized for acquisition and management of open spaces within the City, with a particular focus, when appropriate, on acquiring and managing open spaces within and in close proximity to the subject Mixed-Use Center.	10 feet
Transfer of Development Rights (TDR)	Use of TDRs from an identified TDR sending area. This feature shall become effective as of the date of adoption of a TDR program by the City.	10 feet

* * *

F. Maximum setback standards. To achieve a pedestrian serviceable environment, where buildings are located in close proximity to the street and designed with areas free of pedestrian and vehicle movement conflicts, maximum building setbacks are required as follows:

	Non-residential buildings and/or shopping centers of 30,000 square feet or less floor area	Non-residential buildings greater than 30,000 square feet floor area	Shopping centers greater than 30,000 square feet floor area
NCX, RCX, and UCX-TD Districts	<ul style="list-style-type: none"> 5 feet maximum front and corner side setback from the property lines at the public right-of-way for 75 percent of front and corner side facade. 	<ul style="list-style-type: none"> 5 feet maximum setback from property lines at the public right-of-way for 75 percent of front and corner side facade. 	<ul style="list-style-type: none"> 5 feet maximum setback from property lines at the public right-of-way for at least 75 percent of the front and corner side street frontage of the shopping center.
CCX Districts	<ul style="list-style-type: none"> 10 feet maximum front and corner side setback from the property lines at the public right-of-way for 50 percent of front and corner side facade. 	<ul style="list-style-type: none"> 10 feet maximum setback from the property line at the public right-of-way for 50 percent of the front or side of the facade. 	<ul style="list-style-type: none"> 10 feet maximum setback from the property lines at the public right-of-way for at least 25 percent of the front and corner side street frontage of the shopping center.
UCX, HMX and CIX Districts	<ul style="list-style-type: none"> 20 feet maximum front and corner side setback from the property lines at the public right-of-way for 50 percent of front and corner side facade. 	<ul style="list-style-type: none"> 20 feet maximum setback from the property line at the public right-of-way on either 50 percent of the front or side of the facade. 	<ul style="list-style-type: none"> 20 feet maximum setback from the property lines at the public right-of-way for at least 25 percent of the front and corner side street frontage of the shopping center.
Pedestrian Streets	<ul style="list-style-type: none"> When the site is adjacent to a designated pedestrian street(s), that street(s) frontage shall be utilized to meet the maximum setback requirement with the front, side, and/or corner side of the facade, as indicated above. When the site has more than two pedestrian street frontages, the primary pedestrian street frontage shall be utilized to meet the maximum setback requirement. 		
Motor Vehicles	<ul style="list-style-type: none"> Maximum setback areas shall be designed to be sidewalk, pedestrian plaza, public open space, landscaping, and/or courtyard, and to be free of motor vehicles at all times. 		
Corner Sites	<ul style="list-style-type: none"> To allow additional flexibility on corner sites, particularly for features such as outdoor seating areas or other enhanced pedestrian amenities, the minimum percentage may be calculated based on the total of the front and corner side building frontage and the required percentage provided along any combination of the two, as long as the total percentage requirement is met. 		
Exceptions	<ul style="list-style-type: none"> In UCX-TD, setback distance beyond the maximum may be used if the additional area is devoted to pedestrian plazas, public open spaces, and/or courtyards, with no motor vehicle use and at least 25 percent of the building frontage meets the maximum setback. In all X-Districts, when there is a steep slope (at least 25% slope with a vertical relief of 10 or more feet) located adjacent to the sidewalk the maximum setback requirement shall be measured from the top or toe of the slope, as appropriate. When a residential buffer is required, the buffer requirement shall supersede the maximum setback requirement (see Section 13.06.502.D). 		
Exemptions in all Mixed-Use Center Districts	<ul style="list-style-type: none"> Additions to legal, nonconforming buildings are exempt from maximum setbacks, provided, the addition reduces the level of nonconformity as to maximum setback. When a public easement precludes compliance with this standard, the setback requirement shall be measured from the back edge of the easement. Buildings that are 100 percent residential do not have a maximum setback. The primary building of a fueling station, where fueling stations are allowed, is subject to the maximum setback on only one side of the building on corner parcels. Kiosks without retail, and intended for fuel payment only, are exempt. Public facilities on sites greater than 5 acres in neighborhood, community and urban mixed-use centers shall be exempt from maximum setback requirements. This exemption shall expire upon the establishment of a new Institutional Zoning designation, an Institutional Master Plan process, or similar zoning process for reviewing, evaluating and approving large, public, campus-like facilities. 		

* * *

G. Residential X-District Yard Space Standards. The following standards apply to all new duplex/triplex, townhouse, multi-family or mixed-use development in X-Districts. They are intended to provide yard space for residents of these developments.

1. Duplexes and Triplexes. At least 200 square feet of yard space is required for each dwelling unit. Required yard space could include a combination of front porches, private or shared rear yards, balconies, or rooftop decks. Vehicular access areas and required walkways and buffers shall not count as yard space and front yard areas may not be counted towards this requirement, except for those yard areas set back beyond the minimum requirement.

2. Townhouse Development. At least 200 square feet of yard space is required for each townhouse. Required yard space could include a combination of private front or rear yard space, porches, balconies, rooftop decks, or shared common yard space amongst groups of townhouses. Vehicular access areas and required walkways and buffers shall not count as yard space.

3. Multi-Family and Mixed-Use Development. At least 100 square feet of yard space is required for each dwelling unit. Required setback and buffer areas, vehicular access areas and required walkways and buffers shall not count towards the yard space requirement. Projects located within 300 feet of a public park or public school that includes outdoor recreational facilities are exempt from this requirement.

a. Common Yard space. Where accessible to all residents, common yard space may count for up to 100 percent of the required yard space. This includes landscaped courtyards or decks, front porches, community gardens with pathways, children's play areas, or other multi-purpose recreational and/or green spaces. Special requirements and recommendations for common yard spaces include the following:

* * *

H. Common requirements. To streamline the Zoning Code, certain requirements common to all districts are consolidated under Section 13.06.500. These requirements apply to Section 13.06.300 by reference.

Refer to Section 13.06.500 for the following requirements for development in Mixed-Use Center Districts:

13.06.501 Building design standards.

13.06.502 Landscaping and/or buffering standards.

13.06.503 Residential transition standards.

13.06.510 Off-street parking and storage areas.

13.06.511 Transit support facilities.

13.06.512 Pedestrian and bicycle support standards.

13.06.520 Signs.

13.06.602 General restrictions (contains certain common provisions applicable to all districts, such as general limitations and exceptions regarding height limits, yards, setbacks and lot area)

13.06.400 Industrial Districts.

* * *

13.06.400.C Land use requirements.

1. Applicability. The following tables compose the land use regulations for all districts of Section 13.06.400. All portions of Section 13.06.400 and applicable portions of Section 13.06.500 apply to all new development of any land use variety, including additions and remodels. Explicit exceptions or modifications are noted. When portions of this section are in conflict with other portions of Chapter 13.06, the more restrictive shall apply.

2. Use Requirements. The following use table designates all permitted, limited, and prohibited uses in the districts listed.

Use classifications not listed in this section or provided for in Section 13.06.500 are prohibited, unless permitted via Section 13.05.030.E.

3. Use table abbreviations.

P	=	Permitted use in this district.
CU	=	Conditional use in this district. Requires conditional use permit consistent with the criteria and procedures of Section 13.06.640.
TU	=	Temporary Uses allowed in this district subject to specified provisions and consistent with the criteria and procedures of Section 13.06.635.
N	=	Prohibited use in this district.

4. District use table.

Uses	M-1	M-2	PMI	Additional Regulations ¹
* * *				
Correctional facility	P	P	P	
Craft food and non-alcoholic beverage production	P	P	P	See Section 13.06.700.C for use definition, which includes certain size limitations.
Cultural institution	P/CU*	P/CU*	N	*Conditional use within the South Tacoma M/IC Overlay District, unless an accessory use.
* * *				
Extended care facility	P/N*	N	N	In M-1 districts, permitted only within residential or institutional buildings in existence on December 31, 2008, the effective date of adoption of this provision, or when located within a mixed-use building where a minimum of 1/3 of the building is devoted to industrial or commercial use. *Not permitted within the South Tacoma M/IC Overlay District. See Section 13.06.535.
Food and non-alcoholic beverage production and processing, limited	P	P	P	
Foster home	P/N*	N	N	In M-1 districts, permitted only within residential or institutional buildings in existence on December 31, 2008, the effective date of adoption of this provision, or when located within a mixed-use building where a minimum of 1/3 of the building is devoted to industrial or commercial use. *Not permitted within the South Tacoma M/IC Overlay District.
* * *				
Seasonal sales	TU	TU	TU	Subject to development standards contained in Section 13.06.635.

Uses	M-1	M-2	PMI	Additional Regulations ¹
Self-storage	P	P	P	See specific requirements in Section 13.06.503.B.
Staffed residential home	P/N*	N	N	In M-1 districts, permitted only within residential or institutional buildings in existence on December 31, 2008, the effective date of adoption of this provision, or when located within a mixed-use building where a minimum of 1/3 of the building is devoted to industrial or commercial use. *Not permitted within the South Tacoma M/IC Overlay District. See Section 13.06.535.
* * *				

E. Common requirements. To streamline the Zoning Code, certain requirements common to all districts are consolidated under Section 13.06.500. These requirements apply to Section 13.06.400 by reference.

Refer to Section 13.06.500 for the following requirements for development in Industrial Districts:

13.06.502 Landscaping and/or buffering standards.

13.06.503 Residential transition standards.

13.06.510 Off-street parking and storage areas.

13.06.511 Transit support facilities.

13.06.512 Pedestrian and bicycle support standards.

13.06.520 Signs.

13.06.602 General restrictions (contains certain common provisions applicable to all districts, such as general limitations and exceptions regarding height limits, yards, setbacks and lot area)

13.06.400.D Building envelope standards.

	M-1	M-2	PMI
	* * *		
Maximum Height Limit	75 feet	100 feet, unless such building or structure is set back on all sides one foot for each four feet such building or structure exceeds 100 feet in height.	100 feet, unless such building or structure is set back on all sides one foot for each four feet such building or structure exceeds 100 feet in height.
Maximum Height Exceptions	<u>Certain specified uses and structures are allowed to extend above height limits, per See</u> Sections 13.06.602.A.2 and 13.06.545.		

13.06.501 Building design standards.

A. General applicability. The design standards of this section are required to implement the urban design goals of the Comprehensive Plan of the City of Tacoma. The building design standards apply to all new development in C-1, C-2, HM, T, PDB, and Mixed-Use Center Districts and alternations, as outlined below, as well as to townhouses in R-districts, except as follows:

1. Standards. Each item of this section shall be addressed individually. Exceptions and exemptions noted for specific development situations apply only to the item noted.

2. ~~Alterations~~~~additions~~/Remodels. Three thresholds are used to gauge the extent of design standard compliance on alterations~~additions~~/remodels to existing development:

a. Level I ~~remodels and additions~~alterations include all remodels and/or additions within a two year period with cumulative value of less than ~~560%~~ of the value of existing development or structures~~building value~~, as determined by the applicable Building Code. The requirement for such ~~alterations~~~~remodels and additions~~ is only that the proposed improvements meet the standards and do not lead to further nonconformance with the standards. For example, if a property owner decides to replace a building façade's siding, then the siding shall meet the applicable exterior building material standards, but elements such as building modulation would not be required.

b. Level II ~~alterations~~~~remodels and additions~~ include all remodels and/or additions within a two year period whose cumulative value ranges from ~~560%~~ to 200% of the value of the existing development or structure, as determined by the applicable Building Code. All standards that do not involve repositioning the building or reconfiguring site development shall apply to Level II ~~alterations~~Remodels.

c. Level III ~~alterations~~~~remodels and additions~~ include all remodels and/or additions within a two year period whose cumulative value exceeds 200% of the value of the existing development or structure, as determined by the applicable Building Code. Such ~~alterations~~remodels shall conform to ALL standards.

d. The standards do not apply to remodels that do not change the exterior form of the building. However, if a project involves both exterior and interior improvements, then the project valuation shall include both exterior and interior improvements.

e. No addition or remodel shall increase the level of nonconformity or create new nonconformities to the development or design standards.

3. Super regional malls. Additions to super regional malls of less than 10,000 square feet of floor area are exempt from the design standards of this section.

4. Temporary. Temporary structures are exempt from the design standards of this section.

5. Residential and/or mixed-use. Single, two, and three-family dwellings are subject only to the design standards in Subsection N. Townhouses are subject only to the design standards in Subsection O. For other residential uses, such as mixed-use buildings and multi-family dwellings of 4 units or more, the standards herein apply unless otherwise noted.

a. Single-family dwellings legally established prior to August 1, 2011 are exempt from these standards. However, remodels and additions to such single-family dwellings shall not increase the level of nonconformity.

~~b. Two and three family dwellings are subject only to the design standards in Section N.~~

~~c. Townhouses are subject only to the design standards in Section O.~~

~~d. The standards herein apply to all other residential uses unless otherwise noted.~~

6. Historic. In any conflict between these standards and those applied by the Tacoma Landmarks Preservation Commission, the standards of the commission shall prevail.

7. Religious assembly facilities which can demonstrate that the design standards impose a substantial burden, administratively or financially, on their free exercise of religion, shall be exempt from compliance.

8. Floor area. For purposes of this section of the code (Section 13.06.501), "floor area" shall not include spaces below grade.

* * *

C. General Roofline Standards. The following requirements apply to the C-1, C-2, T, HM and PDB zoning districts. See Section 13.06.501.I, below, for X-District requirements. These requirements are intended to ensure that roofline is addressed as an integral part of building design to avoid flat, unadorned rooflines that can result in an industrial appearing, monotonous skyline. Roofline features are also intended to further reduce apparent building volume and further enhance features associated with residential and human scale development.

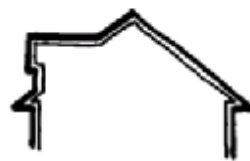
Roofline Choices
(All buildings shall use one or more of the roofline options)

1. Sloped roof. Use of a roof form with a pitch no flatter than 5/12. Rounded, gambrel, and/or mansard forms may be averaged.
2. Modulated roof. Use of features, which are a minimum of 2 feet in height, such as a terracing parapet, multiple peaks, jogged ridge lines, dormers, etc., with a maximum of 100 feet uninterrupted roofline between roof modulation elements. Modulation elements shall equal a minimum of at least 15 percent of the roofline on each elevation. The maximum shall be 50 feet of uninterrupted roofline along the eave between roof modulation elements in C-1 Districts and on sides facing residential uses or districts. Roof forms with a pitch flatter than 5/12 are permitted with this option; provided, the appropriate modulation is incorporated.
3. Corniced roof*. A cornice of two parts with the top projecting at least 6 inches from the face of the building and at least 2 inches further from the face of the building than the bottom part of the cornice. The height of the cornice shall be at least 12 inches high for buildings 10 feet or less in height; 18 inches for buildings greater than 10 feet and less than 30 feet in height; and 24 inches for buildings 30 feet and greater in height. Cornices shall not project over property lines, except where permitted on property lines abutting public right-of-way.
4. Canopy Exemption. Fueling station canopies, drive-through canopies, or similar canopies are exempt from roofline requirements.

Modulated Roof



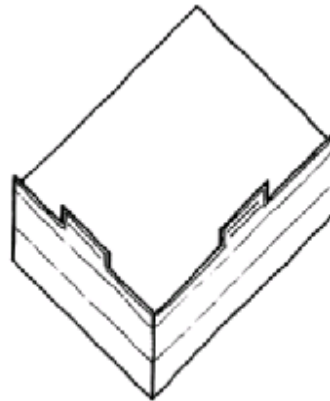
Sloped Roof



Sloped Roof

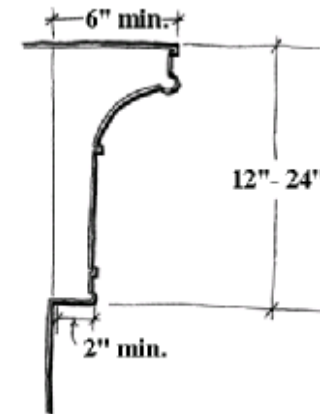


Sloped Roof



Roofline Examples

Modulated Roof Example

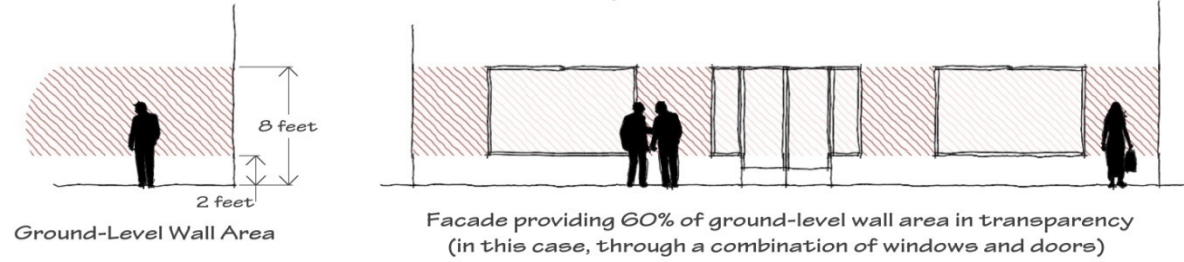


Cornice Example

D. General Windows and openings. The following requirements apply to the C-1, C-2, T, HM and PDB zoning districts. See Section 13.06.501.J, below, for X-District requirements. These requirements are intended to increase public visibility for public safety, to provide visual interest to pedestrians that helps encourage pedestrian mobility, and to provide architectural detailing and variety to building elevations on each story.

<p>1. Street level</p>	<p>a. Front, side, or corner side exterior walls facing streets or that contain customer entrances and face customer parking lots of 20 stalls or greater shall have transparent window or openings for at least 50 percent of the area of the ground level wall area, which is defined as the area between 2 feet and 8 feet above the sidewalk. This standard shall apply on a minimummaximum of 2 such building elevations. The window and opening requirements shall be reduced to 34 percent of the ground level wall area for portions of facades where the grade level of the sidewalk of the abutting street is 4 feet or more above or below the adjacent floor level of the building-elevations that are impacted by steep grades, as outlined below in the steep grade exemption section. The requirement shall be further reduced to 20 percent of the ground level wall area in instances where the application of this standard is not possible due to steep grades and the correlating location of the floor plates of the building. Rough openings are used to calculate this requirement.</p> <p>b. Required view. Required windows or openings must provide either views into building work areas, sales areas, lobbies, merchandise displays, or artworks. Art and display windows shall be at least 2 feet deep, recessed and integrated into the façade of the building (tack on display cases do not qualify)</p> <p>c. The "ground level wall area" is defined as the area between 2 feet and 8 feet above the adjacent finished grade.</p> <p>d. Limited alternatives. Alternatives of decorative grilles, art work, or similar features can be substituted for those portions of uses where the provision of natural light can be demonstrated to nullify the intended use (examples include movie theater viewing areas and light sensitive laboratories) and for parking structures, provided an equivalent wall area is covered.</p>
<p>2. Upper levels</p>	<p>a. Front, side, or corner side exterior walls facing streets or walls that contain customer entrances and face customer parking lots of 20 stalls or greater shall use a combination of transparent windows or openings and architectural relief that provide visual demarcation of each floor on a minimum of 2 such building elevations.</p> <p>b. Upper level windows shall be a different type than the ground level windows on the same elevation.</p> <p>c. For purposes of this requirement, a window type is either a grouping of windows, a window size, or a window shape.</p>
<p>3. Exemptions</p>	<p>a. Steep grades. The window and opening requirement shall not apply to that portion of a facade where the grade level of the sidewalk of the abutting street is 4 feet or more above or below the adjacent floor level of the building.</p> <p>ab. Residential privacy. On sides where C, HM, T, or PDB District boundaries adjoin R-1, R-2, R-2SRD, or R-3 District boundaries, structures within the C, HM, T, or PDB District that are set back at least 7 feet from the property line and screened by landscaping to a minimum height of 6 feet are exempt from the window and opening requirements on the effected side.</p> <p>be. Residential buildings. Residential buildings or residential portions of mixed-use buildings are exempt from street level windows or openings.</p>

**Development Requirements for Facades
Windows/Openings**



F. General Pedestrian Standards. The following requirements apply to all development in the C-1, C-2, T, HM, and PDB districts, except where noted or specifically exempted. See Section 13.06.501.L, below, for X-District requirements. These requirements are intended to enhance pedestrian mobility and safety in commercial areas by providing increased circulation, decreasing walking distances required to enter large developments, and providing walkways partially shielded from rain and/or snow.

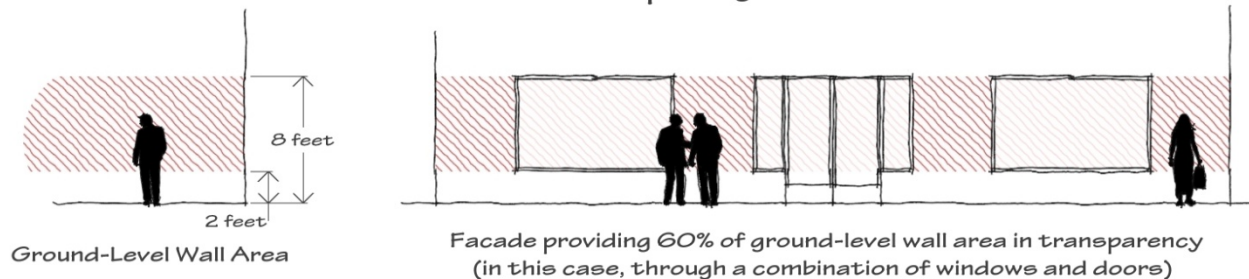
<p>1. Customer entrances</p>	<p>a. Additional entrances. An additional direct customer entrance(s) shall be provided to the same building elevation which contains the primary customer entrance so that customer entrances are no further than 250 feet apart when such elevations face the public street or customer parking lot. If a corner entrance is used, this requirement applies to only 1 elevation.</p> <p>b. Designated streets. Non-residential or mixed-use buildings on designated pedestrian streets noted in Section 13.06.200.E or Section 13.06.300.C shall provide at least 1 direct customer entrance, which may be a corner entrance, within 20 feet, facing, and visible to the designated street. For such buildings over 30,000 square feet of floor area, the maximum distance is increased to 60 feet.</p>
<p>2. Street level weather protection</p>	<p>a. Weather protection shall be provided above a minimum of 25 percent of the length of hard surfaced, public or private walkways and/or plazas along facades containing customer and/or public building entries or facing public street frontage.</p> <p>b. Weather protection may be composed of awnings, canopies, arcades, overhangs, marquees, or similar architectural features. It is required to cover only hard surfaced areas intended for pedestrian use and not areas such as landscaping.</p> <p>c. Weather protection must cover at least 5 feet of the width of the public or private sidewalk and/or walkway, but may be indented as necessary to accommodate street trees, street lights, bay windows, or similar building accessories to not less than 3 feet in width.</p>
<p>* * *</p>	

J. X-District Windows and Openings: Façade Transparency and Solar Access. The following requirements apply all development in any X District, unless specifically exempted. These requirements are intended to increase public visibility for public safety, to provide visual interest to pedestrians that helps encourage pedestrian mobility, to provide for natural lighting to buildings interiors to conserve energy, and to provide architectural detailing and variety to building elevations on each story.

1. Street level transparency standards for non-residential uses:

- a. Facades facing a designated Core Pedestrian Street shall have transparent windows or openings for at least 60 percent of the ground level wall area.
- b. Facades facing a designated Pedestrian Street shall have transparent windows or openings for at least 50 percent of the ground level wall area.
- c. Facades facing a non-pedestrian street, internal courtyard, plaza or containing customer entrances and facing customer parking lots of 20 stalls or greater shall have transparent windows or openings for at least 40 percent of the ground level wall area.
- d. Flexibility for sloping properties. The window and opening requirements shall be reduced to 30 percent of the ground level wall area for building elevations where the finished grade level adjacent to the building is four feet above or below the level of the sidewalk. The requirement shall be further reduced to 20 percent of the ground level wall area in instances where the application of this standard is not possible due to steep grades running parallel to the elevation and crossing the floor plates of the building.
- e. Flexibility for industrial uses. In the UCX, UCX-TD, and CIX Districts, the window and opening requirements shall be reduced to 30 percent of the ground level wall area for the facades of industrial uses located along Pedestrian Streets and reduced to 20 percent of the ground level wall area for the facades of industrial uses facing a non-pedestrian street, internal courtyard, plaza or containing customer entrances and facing customer parking lots of 20 stalls or greater.
- f. Flexibility for structured parking. For structured parking or portions of a building containing structured parking that is located at the ground level and subject to these requirements, the window and opening requirement for that portion of the ground-level wall area shall be reduced to 30 percent along facades facing Pedestrian Streets and 20 percent along facades facing a non-pedestrian street, internal courtyard, plaza or containing customer entrances and facing customer parking lots of 20 stalls or greater. Additionally, alternatives such as decorative grilles, art work, or similar features can be substituted for up to 50% of the transparency required in that portion of the ground-level façade.
- ge. Required view. Required windows or openings must provide either views into building work areas, sales areas or lobbies. Art or display windows may substitute for transparent elements for up to 25% of the requirement on facades facing designated Pedestrian Streets and up to 50% on all other applicable facades. Art and display windows shall be at least 2 feet deep, recessed and integrated into the façade of the building (tack on display cases do not qualify).
- hf. The “ground level wall area” is defined as the area between 2 feet and 8 feet above the adjacent finished gradesidewalk. For building elevations where the finished grade level adjacent to the building is four feet above or below the level of the sidewalk, the “ground level wall area” shall be defined as the portion of the façade between 2 feet and 8 feet above the adjacent finished grade.
- ig. This standard shall apply on a maximum of 23 such building elevations, and shall apply in the order provided above. As an example, for a building that faces a Core Pedestrian Street, a Pedestrian Street, a non-pedestrian street, and a qualifying parking lot, the requirements would apply to the facades facing the Core Pedestrian and Pedestrian Streets, and either the façade facing the non-designated street or the façade facing the parking lot.
- jh. Rough openings are used to calculate this requirement.

Development Requirements for Facades Windows/Openings



L. X-District Pedestrians Standards. The following requirements apply to all development in any X-District, except where noted or specifically exempted. These requirements are intended to enhance pedestrian mobility and safety in commercial areas by providing increased circulation, decreasing walking distances required to enter large developments, and providing walkways partially shielded from rain and/or snow.

<p>1. Customer entrances</p>	<p>a. Additional entrances. An additional direct customer entrance(s) shall be provided to the same building elevation which contains the primary customer entrance so that customer entrances are no further than 250 feet apart when such elevations face the public street or customer parking lot. If a corner entrance is used, this requirement applies to only 1 elevation.</p> <p>b. Designated streets. Non-residential or mixed-use buildings on designated pedestrian streets noted in Section 13.06.200.E or Section 13.06.300.C shall provide at least 1 direct customer entrance, which may be a corner entrance, within 20 feet, facing, and visible to the designated street. For such buildings over 30,000 square feet of floor area, the maximum distance is increased to 60 feet.</p>
<p>2. Street level weather protection</p>	<p>a. Weather protection shall be provided above a minimum of 50 percent of the length of hard surfaced, public or private walkways and/or plazas along façades containing customer and/or public building entries or facing public street frontage. Façades or portions of façades where planting strips of more than 5 feet in width separate the walkway from the building wall are exempt from these standards.</p> <p>b. Mixed-Use Center District designated pedestrian streets. Weather protection shall be provided above a minimum of 80 percent of the length of hard surfaced, public or private walkways and/or plazas along façades containing customer and/or public building entries or facing public street frontage.</p> <p>c. Weather protection may be composed of awnings, canopies, arcades, overhangs, marquees, or similar architectural features. It is required to cover only hard surfaced areas intended for pedestrian use and not areas such as landscaping.</p> <p>d. Weather protection must cover at least 5 feet of the width of the public or private sidewalk and/or walkway, but may be indented as necessary to accommodate street trees, street lights, bay windows, or similar accessories to not less than 3 feet in width.</p> <p>e. Weather protection is required for all multi-family building entries. For private entries, required weather protection must be at least 3 feet deep along the width of the entry. For common building entries, the required weather protection shall be 5 feet.</p>

M. X-District Fencing, Retaining Walls and Utility Standards. The following requirements apply to all development in any X-District, unless specifically exempted. They are intended to provide for thoughtful placement and design of utilities, mechanical equipment, service areas and fences to mitigate visual impact on public views, general community aesthetics and residential privacy.

<p>1. Utility screening</p>	<p>a. Rooftop. All rooftop mechanical for new construction shall be screened with an architectural element such as a high parapet, a stepped or sloped roof form or an equivalent architectural feature which is at least as high as the equipment being screened. Fencing is not acceptable. The intent of the screening is to make the rooftop equipment minimally visible from public rights-of-way within 125 feet of the building, provided said rights-of-way are below the roof level of the building. In those instances where the rights-of-way within 125 feet of the building are above the roof level of the building, the mechanical equipment should be the same color as the roof to make the equipment less visible. Limited flexibility in this standard is allowed to ensure that the function of the HVAC equipment is not compromised by the screening requirement.</p> <p>b. All ground level. Utility meters, electrical conduit, and other service utility apparatus shall be located and/or designed to minimize their visibility from the street and other pedestrian areas. If such elements are mounted in a location visible from the street, common open space or pedestrian plaza, internal pedestrian pathway, customer parking lots (alleys are excluded), or shared internal access roads for residential uses, they shall be screened with vegetation or by architectural features. All landscape screening shall provide 50 percent screening at the time of planting and 100 percent screening within 3 years of planting. Items that exceed 4 feet in height must use an opaque fence or structure to screen the element. Limited flexibility in this standard is allowed to ensure that the function of the utility equipment is not compromised by the screening requirement.</p> <p>c. Service, loading, and garbage areas. Developments shall provide a designated area for service elements (refuse and disposal). Such elements shall be sited along the alley, where available. Where there is no alley available, service elements shall be located and/or screened to minimize the negative visual, noise, odor, and physical impacts.</p>
<p>2. Fencing type limitation</p>	<p>a. Chain link fencing, with or without slats, is prohibited for required screening.</p> <p>b. Barbed or razor wire. The use of barbed or razor wire is limited to those areas not visible to a public street or to an adjacent residential use.</p> <p>c. Chain link. Chain link or similar wire fencing is prohibited between the front of a building and a public street, except for wetland preservation and recreation uses.</p> <p>d. Electrified. The use of electrified fencing is prohibited in all zoning districts.</p> <p>e. The maximum height of free-standing walls, fences, or hedges between any public street and building shall be 3 feet. Exception: Decorative fences up to 8 feet in height may be allowed between a public street and any residential use provided the portion of the fence between 3 and 7 feet above grade is at least 50 percent transparent and features a planting strip at least 5 feet wide with Type C or D landscaping to soften the view of the fence and contribute to the pedestrian environment. <u>Fences required by the Washington State Liquor Control Board shall also be exempt from the maximum height limitation, provided any portion of the fence between 3 and 7 feet above grade is at least 50 percent transparent.</u></p> <p>f. The maximum height of free-standing fences along an alley shall be 3 feet, except that fences greater than 3 feet in height are allowed if the portion of the fence between 3 and 7 feet above grade is at least 20% transparent.</p>
<p>3. Retaining Walls</p>	<p>a. Retaining walls located adjacent to public street rights-of-way shall be terraced such that individual sections are no greater than 4 feet in height. Bench areas between retaining wall sections shall be planted with Type C or D landscaping to soften the view of the wall and contribute to the pedestrian environment.</p>

* * *

13.06.502 Landscaping and/or buffering standards.

A. General requirements. The landscaping section is divided into four sections, with one each specifically addressing the landscaping requirements for development in Residential Zoning Districts, Commercial Zoning Districts, Mixed-Use Zoning Districts, or Industrial Zoning Districts. In addition to the standards outlined in each of those tables, the general requirements contained herein and the landscaping types outlined in subsection F apply to all districts.

1. Intent. The landscaping requirements, as a whole, are intended to contribute to the aesthetic environment of the City; provide green spaces that can support the urban citywide tree canopy; wildlife, such as birds, in the urban environment; help reduce storm water runoff; filter pollution; and buffer visual impacts of development.

2. Applicability. Unless specifically exempted, landscaping shall be provided consistent with this section for all new development, including structures and/or parking lots, as well as alterations to existing development, as outlined below.

a. Alterations. Three thresholds are used to gauge the extent of landscaping standard compliance on alterations to existing development:

(1) Level I alterations to a site include all remodels and/or additions within a two-year period whose combined value is less than 50% of the value of the existing development or structure, as determined by the Building Code, excluding purchase costs of the property and/or structure. The requirement for such alterations is only that the proposed improvements meet the standards and do not lead to further nonconformance with the standards. For example, for an expanded parking area, landscaping would be required for the new parking area, but the applicant would not be required to bring an existing parking area into conformance with these landscaping standards.

(2) Level II alterations to a site include all remodels and/or additions within a two-year period whose combined value ranges from 50% to 200% of the value of the existing development or structure, as determined by the Building Code, excluding purchase costs of the property and/or structure. All standards that do not involve repositioning the building or reconfiguring site development shall apply to Level II.

(3) Level III alterations to a site include all remodels and/or additions within a two-year period whose combined value exceeds 200% of the value of the existing development or structure, as determined by the Building Code, excluding purchase costs of the property and/or structure. Such developments shall be brought into conformance with ALL of the applicable landscaping standards.

2. Required landscape plans shall be prepared by a licensed landscape architect, certified nursery professional, or certified landscaper. Exempted developments:

a. Residential developments with less than 7 units.

b. Non-residential and mixed-use developments featuring less than 500 square feet of landscaping.

3. Native landscaping. The retention and use of new native landscaping is encouraged and permitted for any and all landscaping. New landscaping materials shall include species native to the Puget Sound lowland region of the Pacific Northwest or non-invasive naturalized species that have adapted to the climactic conditions of the region in the following minimum amounts:

a. 50 percent of trees.

b. 75 percent of ground cover and shrubs.

4. Landscaping, visibility and safety. Except in cases where required landscaping is intended to provide dense visual buffers, trees and shrubs shall be selected and maintained to maximize visibility at eye level for safety. To meet this requirement, shrubs shall be chosen and maintained at no taller than 3 feet. Trees shall be selected and pruned (once tall enough) to maximize views below 7 feet in height. Limited flexibility in the selection of trees and shrubs shall be allowed to address unique circumstances such as unusual topography, existing features, or where strict adherence to this standard is not necessary to meet the intent. This provision does not apply to buffers required along property lines that abut residentially-zoned property and to Landscaping Type A ~~in subsection D~~.

5. Street trees.

a. Street trees shall be compatible with other trees in the vicinity by variety, species, and planting pattern. Trees and any associated grates must comply with any applicable, adopted business area improvement plan, streetscape design plan, and/or the City's Tree Planting Program.

b. Street trees should generally be evenly spaced to create or maintain a rhythmic pattern, but can be provided with variations in spacing and/or grouped to accommodate driveways, building entrances, other streetscape amenities.

etc. To achieve consistency with an existing, well-established pattern of tree spacing, the quantity of required street trees may be modified.

c. Street trees shall, when possible, be planted within the right-of-way adjacent to the curb and between the pedestrian lane/sidewalk and curb. When this is not possible, street trees may be located within the right-of-way and behind the sidewalk. If neither of these preferred locations is possible, such as when existing infrastructure prevents trees from being planted within the right-of-way, trees located within 10 feet of the right-of-way may be counted as street trees.

d. In cases where street trees are provided adjacent to a required buffer, the trees provided as street trees may be used to reduce the number of trees required in the buffer area.

65. General tree size standards. Unless specified otherwise, deciduous trees provided to meet these requirements shall be a minimum 2-inch caliper at the time of planting, as measured 4½ feet above the root ball or grade (diameter at breast height, or DBH). Evergreen trees provided to meet these requirements shall be a minimum of 6 feet tall at the time of planting and shall be species with the ability to develop a minimum branching width of 8 feet within 5 years. In all cases, smaller trees may be integrated into the landscaping provided they are in addition to the required larger trees.

76. General shrub size standards. Unless specified otherwise, shrubs provided to meet these requirements shall be from a minimum 3-gallon container.

87. Landscaping quantity calculations. When a specified amount or number of trees or plants is specified, that shall be the minimum number required. Any requirement resulting in a fraction, when applied, shall be rounded up or down to the nearest whole number. In cases where the minimum is expressed as a ratio of a number of trees or shrubs per a specified amount of area or length of site frontage or buffer (such as 3 trees per 100 feet of street frontage), the number of required trees or shrubs shall be calculated by applying the ratio to the square footage of the area or length of the associated frontage or buffer. For example, under a street tree requirement of 3 trees per 100 feet of street frontage, a site with 50 feet of street frontage would require 2 trees ($50 \times 3/100 = 1.5$, which rounds up to 2) and a site with 90 feet of street frontage would require 3 trees ($90 \times 3/100 = 2.7$, which rounds up to 3). The same planting may satisfy more than one requirement, unless specifically noted otherwise.

9. Minimum landscaped area – overall site. Where a minimum amount of landscaped area is identified for an entire site, that percentage shall be considered the minimum requirement. More specific requirements that also apply, such as buffering or parking lot landscaping, may necessitate more landscaping than this minimum.

108. Credits for retaining existing trees and shrubs. These requirements are provided to encourage tree preservation because of the greater visual and ecological benefits of mature plantings.

a. The following tree planting credits are available for existing trees, provided an arborist's or landscape architect's appraisal determines that the tree(s) is healthy and can be saved. If retained trees are damaged during or after construction, replacement shall be based upon the same ratios.

- One required tree for every retained tree of at least equal size;
- Two required trees for every retained tree that is 8 inches to 20 inches in diameter (measured at breast height);
- Three required trees for every retained tree 20 inches to 32 inches in diameter (measured at breast height);
- Four required trees for every retained tree over 32 inches in diameter (measured at breast height).

b. Existing shrubs, which comply with the minimum plant size specifications of this table, may count towards the required landscape plantings. Invasive plants, such as blackberry and scotch broom, shall not count towards the required plantings.

119. Minimum unpaved planting area per tree. Trees shall be provided with the following minimum planting areas:

- a. Parking lot trees and other trees on private property; 60 square feet, 5-foot minimum width.
- b. Street trees in the right-of-way; 24 square feet; 4-foot minimum width.
- c. Street trees in right-of-way with tree grates; 16 square feet; 4-foot minimum width.

129. Minimum tree trunk setbacks. Trees shall be planted a minimum of 2 feet from a sidewalk or curb, 5 feet from a structure, and 10 feet from pedestrian light standards or parking lot light standards. However, limited flexibility in the placement of trees shall be allowed to address unique circumstances such as unusual topography or where other required or existing features limit the ability to strictly meet this standard.

| 134. Installation. Landscaping meeting the standards of this section shall be installed by the time of final occupancy.

| 142. Maintenance. Landscaping shall be maintained in a healthy, growing, and safe condition, and replaced or repaired as necessary, during the plant establishment period and for the life of the project. Modifications to the landscaping shall be in conformance with these standards and subject to approval of the City.

Section 13.06.502.B Residential District Landscaping		R-1, R-2, R-2-SRD, HMR-SRD, R-3, R-4, R-4-L, R-5, R-1-PRD, R 2-PRD, R-3-PRD, R-4-PRD, R-4-L-PRD, R-5-PRD
Applicability		
<ul style="list-style-type: none"> Unless specifically exempted, a landscaping plan shall be provided consistent with this table for all new uses, all new development of structures and/or parking lots, as well as substantial alterations, additions and substantial remodels, as outlined below. 		
Exemptions		
<ul style="list-style-type: none"> Single-family detached, two-family, and three-family dwellings are exempt from all landscaping requirements contained in this table. Remodel projects valued at less than 60 percent of the building value, as calculated in the Building Code, are exempt from all landscaping requirements contained in this table. Building additions and buildings added to sites with existing structures are exempt from the landscaping requirements contained in this table, except for street tree requirements and Buffer Planting Areas. Street trees and Buffer Planting Areas are only required along property lines adjacent to the building addition. If the required Buffer Planting Area cannot be provided because of legally existing development, the maximum possible Buffer Planting Area shall be provided and this area shall be covered with a mixture of trees, shrubs, and groundcover plants. Parking lots of 20 stalls or less, located behind buildings and accessed by alleys, are exempt from the perimeter strip, buffer and interior landscaping distribution requirements below. This exemption does not apply to the minimum landscaping area requirement; provided, the minimum area is fully planted with a mixture including the required quantity of trees, shrubs, and/or groundcovers. Parking lots of 20 stalls or less and loading areas are exempt from the interior landscaping distribution requirements to allow flexibility in placement of required landscaping. 		
Minimum Landscaping Area		
Overall site	<ul style="list-style-type: none"> A minimum of 5 percent of the entire site minus the area covered by structures in R-4-L, R-4, and R-5 Districts, and conditional uses permitted in Section 13.06.640. The percentage identified above is the minimum requirement for these districts. Requirements that follow may necessitate more landscaping than this minimum. Parking lots of 20 stalls or less, located behind buildings and accessed by alleys, are only required to meet the minimum percent for overall site landscaping, outlined above. These landscaped areas shall be covered with a mixture of trees, shrubs, and groundcover plants. 	
Site perimeter strip	<ul style="list-style-type: none"> Perimeter strips may be broken for primary structures, vehicle and pedestrian access crossings, and to allow limited access to and use of utility services located in alleys. A minimum 7-foot wide site perimeter strip shall be provided on sides without abutting street trees. The required perimeter strip shall be reduced to 5 feet for parcels of 150 feet or less in depth. A minimum 5-foot wide site perimeter strip shall be provided on sides with abutting street trees. The perimeter strip shall be covered with a mixture of trees, shrubs, and groundcover plants. 	

Buffer Planting Areas. In addition to the intent of the landscaping requirement noted above, buffer planting areas are intended to provide substantial vegetative screening between dissimilar districts to soften visual and aesthetic impacts (unless exempted above).	
Mobile home/ trailer courts-parks abutting R-1, R-2, and R-3 districts.	<ul style="list-style-type: none"> • A wall, fence, vegetated wall, evergreen hedge, or other suitable enclosure of minimum height four and one half feet and maximum height of seven feet placed at least five feet from the side and rear lot lines. The area between such enclosures and the property lines shall be landscaped to form a permanent screening area. • A landscaped screening area at least five feet in depth must be provided along street frontage on a non arterial street forming a boundary between a mobile home park site and an R-1, R-2, or R-3 District and must be located between the street curbline and a line five feet inside and parallel with the front lot line. • No signs shall be permitted on any part of a screening enclosure or within a screening area. • The Land Use Administrator may waive the requirement for a screening enclosure and/or screening area if equivalent screening is provided by existing parks, parkways, recreation areas, or by topography or other natural conditions.
Planting Requirements. These requirements are intended to provide trees of sufficient maturity at planting to provide more immediate mitigation to the site, to provide trees adequate space to avoid damage and continue growth, and to visually break up parking lots.	
Tree size and quantity	<ul style="list-style-type: none"> • Minimum 1 tree per 1,000 square feet of parking lot area. • For parking areas behind buildings of 20 stalls or less that are shielded by buildings from public street view, a minimum of 1 tree per 2,000 square feet of parking lot area. • If more trees are needed to meet distribution or street tree requirements, that total is the minimum requirement.
Interior landscaping distribution	<ul style="list-style-type: none"> • Trees and planting areas shall be at aisle ends and evenly distributed throughout the parking lot with no stall more than 50 feet from a tree trunk. • At least 1 tree shall be located within 10 feet of required walkway for each 40 feet of said walkway.
Street trees	<ul style="list-style-type: none"> • 3 trees per 100 feet of site street frontage, including buildings; at least 2-inch caliper; compatible with other trees in the vicinity by variety, species, and planting pattern. • Trees and grates must comply with adopted business area improvement plans and/or the City's Tree Planting Program.

Section 13.06.502.C Commercial District Landscaping	T, C-1, C-2, HM, PDB
Applicability	
<ul style="list-style-type: none"> • Unless specifically exempted, a landscaping plan shall be provided consistent with this table for all new development of structures and/or parking lots, as well as additions and substantial remodels, as outlined below. 	
Exemptions	
<ul style="list-style-type: none"> • Single-family, two-family, and three-family dwellings are exempt from all landscaping requirements contained in this table. • New buildings that are less than 250 square feet of floor area are exempt from all landscaping requirements contained in this table. However, such new buildings shall not be constructed within required Buffer Planting Areas. • Building remodels are exempt from all landscaping requirements contained in this table. • Building additions and buildings added to sites with existing structures are exempt from the landscaping requirements contained in this table, except for street tree requirements and Buffer Planting Areas. Street trees and Buffer Planting Areas are only required along property lines adjacent to the building addition. If the required Buffer Planting Area cannot be provided because of legally existing development, the maximum possible Buffer Planting Area shall be provided and this area shall be covered with a mixture of trees, shrubs, and groundcover plants. • Parking lots of 20 stalls or less, loading areas, and fueling stations are exempt from the Interior Landscaping Distribution requirements contained in the Planting Requirements section of this table, to allow flexibility in placement of required landscaping. • Parking lots of 20 stalls or less, located behind buildings and accessed by alleys, are exempt from the Perimeter Strip, Buffer and Interior Landscaping Distribution requirements below. • C, T, HM, or PDB property across an arterial street or highway from R-District property is not required to provide a Buffer Planting Area along the affected property line abutting the arterial street or highway. 	
Minimum Landscaping Area (unless exempted above)	
Overall site	<ul style="list-style-type: none"> • A minimum of 10 percent of the entire site minus the area covered by structures in T, C-1, C-2, HM, and PDB Districts. • Parking lots of 20 stalls or less, located behind buildings and accessed by alleys, are only required to meet the minimum percent for overall site landscaping, outlined above. • Landscaped areas shall be covered with a mixture of trees, shrubs, and groundcover plants.
Site perimeter strip	<ul style="list-style-type: none"> • Perimeter strips may be broken for primary structures, vehicle and pedestrian access crossings, and to allow limited access to and use of utility services located in alleys. • A minimum 7-foot wide site perimeter strip shall be provided on sides without abutting street trees. The required perimeter strip shall be reduced to 5 feet for parcels of 150 feet or less in depth. • A minimum 5-foot wide site perimeter strip shall be provided on sides with abutting street trees. • The perimeter strip shall be covered with a mixture of trees, shrubs, and groundcover plants.

Buffer Planting Areas. In addition to the intent of the landscaping requirements noted above, buffer planting areas are intended to provide substantial vegetative screening between dissimilar zoning districts to soften visual and aesthetic impacts (unless exempted above).

<p>C, T, HM, or PDB District property abutting R-District property</p>	<ul style="list-style-type: none"> • A continuous planting area on the required property with a minimum width of 15 feet that contains <u>Type A Landscaping</u>: • A minimum of 6 trees per 100 lineal feet of abutting property line. • A minimum of 12 shrubs per 100 lineal feet of abutting property line. • Where the property required to provide a buffer is 150 feet or less in depth, measured perpendicularly from the residential parcel, the buffer can be reduced to the minimum 7-foot wide buffer listed below.
<p>C, T, HM, or PDB District property across the street or alley from R-District property</p>	<ul style="list-style-type: none"> • A continuous planting area on the required property with a minimum width of 7 feet that contains <u>Type B or C Landscaping</u>: • A minimum of 4 trees per 100 lineal feet of abutting property line. • A minimum of 10 shrubs per 100 lineal feet of abutting property line. • Street trees are not required on frontage where a buffer is required, but may be used to satisfy buffer tree requirements. • Buffer planting areas may be broken only for vehicle and pedestrian access crossings and to allow limited access to and use of utility services located in alleys.

Planting Requirements. These requirements are intended to provide trees of sufficient maturity at planting to provide more immediate mitigation to the site, to provide trees adequate space to avoid damage and continue growth, and to visually break up parking lots (unless exempted above).

<p>Tree size and quantity</p>	<ul style="list-style-type: none"> • Minimum 1 tree per 1,000 square feet of new parking lot area. • For parking areas behind buildings of 20 stalls or less that are shielded by buildings from public street view, a minimum of 1 tree per 2,000 square feet of parking lot area. • If more trees are needed to meet distribution or street tree requirements, that total is the minimum requirement.
<p>Interior landscaping distribution</p>	<ul style="list-style-type: none"> • Trees and planting areas shall be at aisle ends and evenly distributed throughout the new parking lot with no stall more than 50 feet from a tree trunk. • At least 1 tree shall be located within 10 feet of required walkway for each 40 feet of said walkway.
<p>Street trees</p>	<ul style="list-style-type: none"> • 3 trees per 100 feet of site street frontage, including buildings; compatible with other trees in the vicinity by variety, species, and planting pattern. • Trees and grates must comply with adopted business area improvement plans and/or the City's Tree Planting Program.

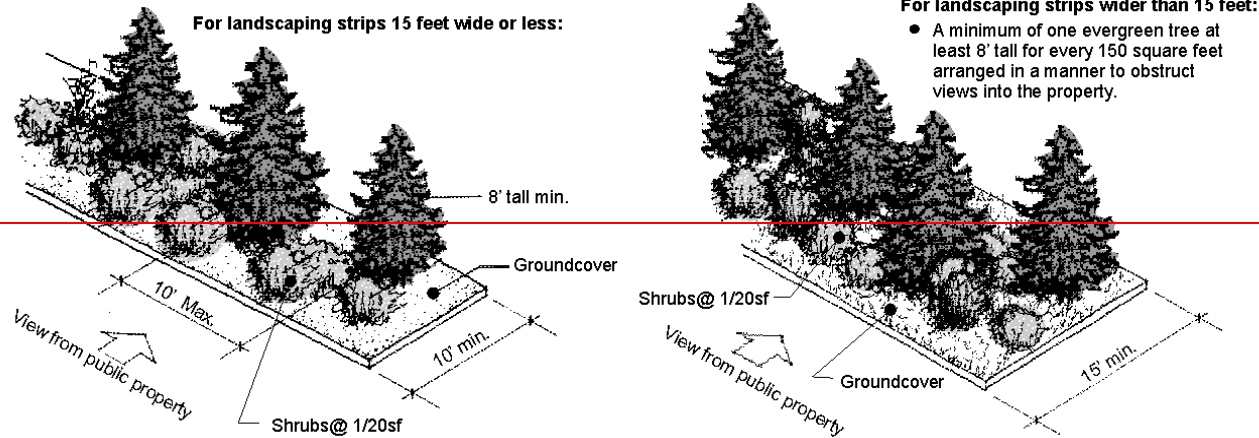
Section 13.06.502.D X-District Landscaping	RCX, NCX, CCX, UCX, UCX-TD, CIX, URX, HMX, NRX
Applicability	
<ul style="list-style-type: none"> • Unless specifically exempted, a landscaping plan shall be provided consistent with this table for all new development of structures and/or parking lots, as well as additions and substantial remodels, as outlined below. 	
Exemptions	
<ul style="list-style-type: none"> • Single-family detached dwellings are exempt from all landscaping requirements contained in this table. • Buildings that are less than 250 square feet of floor area are exempt from all landscaping requirements contained in this table. However, such new buildings shall not be constructed within required Buffer Planting Areas. • Parking lots of 15 stalls or less, loading areas, and fueling stations are exempt from the Interior Landscaping Distribution requirements contained in the Planting Requirements section of this table, to allow flexibility in placement of required landscaping. • Parking lots of 15 stalls or less, located behind buildings and accessed by alleys, are exempt from the Perimeter Strip, Buffer and Interior Landscaping Distribution requirements below. • Property across an arterial street or highway from R-District property is not required to provide a Buffer Planting Area along the affected property line abutting the arterial street or highway. 	
Additions/Remodels:	
<p>Three thresholds are used to gauge the extent of landscaping standard compliance on additions/remodels:</p> <ul style="list-style-type: none"> • Level I remodels/additions include all remodels and/or additions within a two year period with value of less than 60% of the existing building value, as determined by the Building Code. The requirement for such remodels is only that the proposed improvements meet the standards and do not lead to further nonconformance with the standards. For example, for an expanded parking area, landscaping would be required for the new parking area, but the applicant would not be required to bring an existing parking lot into conformance with these landscaping standards. • Level II remodels/additions include all remodels and/or additions within a two year period whose value ranges from 60% to 200% of the value of the existing structure, as determined by the Building Code. All standards that do not involve repositioning the building or reconfiguring site development shall apply to Level II. • Level III remodels/additions include all remodels and/or additions within a two year period whose value exceeds 200% of the value of the existing structure, as determined by the Building Code. Such remodels shall conform to ALL standards. <p>The standards do not apply to remodels that do not change the exterior appearance of the building. However, if a project involves both exterior and interior improvements, then the project valuation shall include both exterior and interior improvements.</p>	
Minimum Landscaping Area (unless exempted above)	
Overall site	<ul style="list-style-type: none"> • A minimum of 15 percent of the entire site for single-purpose residential developments. • Exceptions and departures to landscaped area requirement. <ul style="list-style-type: none"> i. Requirements for developments with structured parking are relaxed based on the percentage of structured parking to the total number of on-site parking spaces. For example, if all parking is structured, there is no landscaping requirement. If 50 percent of the parking is structured, then the amount of required landscaping is reduced by 50 percent (to 7.5 percent). ii. Green roofs and roof gardens may be used to meet up to one-third of the landscaped area requirements. iii. Planting strips within street rights-of-way shall not be included in required landscaped areas. • Landscaped areas shall be covered with a mixture of trees, shrubs, and groundcover plants.

Residential Buffer Planting Areas. In addition to the intent of the landscaping requirements noted above, buffer planting areas are intended to provide substantial vegetative screening between dissimilar zoning districts to soften visual and aesthetic impacts (unless exempted above). These landscaping provisions are also intended to soften the appearance of buildings from the street and enhance the aesthetics of development.	
X District property abutting R-1, R-2 or R-2SRD District property	<ul style="list-style-type: none"> • A continuous planting area at least 15 feet wide along abutting the R-District property line containing Type A Landscaping. • Where the property required to provide a buffer is 150 feet or less in depth, measured perpendicularly from the residential parcel, the buffer can be reduced to 10 feet in width.
X District property across the alley from R-1, R-2 or R-2SRD District property	<ul style="list-style-type: none"> • A continuous planting area on the required property with a minimum width of 7 feet that contains Type B or C Landscaping. • Buffer planting areas may be broken only for vehicle and pedestrian access crossings and to allow limited access to and use of utility services.
Front Yard	
Front Yard Landscaping	<ul style="list-style-type: none"> • In areas where buildings are not located adjacent to the sidewalk, the area between the public sidewalk and buildings shall incorporate expanded sidewalk space, outdoor seating, plazas and/or landscaping with a combination of trees, shrubs, and/or ground cover plants.
Foundation Planting	<ul style="list-style-type: none"> • All street-facing elevations must have landscaping along any exposed foundation. The landscaped area may be along the outer edge of a porch instead of the foundation. This landscaping requirement does not apply to portions of the building facade that provide access for pedestrians or vehicles to the building. The foundation landscaping must meet the following standards: <ol style="list-style-type: none"> 1. The landscaped area must be at least three feet wide. 2. There must be at least one shrub for every three lineal feet of foundation. 3. Groundcover plants must fully cover the remainder of the landscaped area.
Planting Requirements. These requirements are intended to provide trees of sufficient maturity at planting to provide more immediate mitigation to the site, to provide trees adequate space to avoid damage and continue growth, and to visually break up parking lots (unless exempted above).	
Street Trees	<ul style="list-style-type: none"> • Tree species, location, spacing, and grades must comply with adopted business area improvement plans, streetscape design plans, and/or the City's Tree Planting Program. • Street trees shall be provided at a ratio of 3 trees per 100 feet of site street frontage, including buildings; compatible with other trees in the vicinity by variety, species, and planting pattern. • Trees planted within the right of way are considered street trees for purposes of this requirement. Street trees shall generally be placed adjacent to the curb and between the pedestrian lane and curb.
Parking Lot Landscaping	<ol style="list-style-type: none"> 1. Perimeter parking lot landscaping: <ol style="list-style-type: none"> a. Streets: 10-foot wide planting strip with Type C Landscaping. b. Side and rear yards: 10-foot wide planting strips with Type B or C Landscaping. Where the subject property is 150 feet or less in depth, the perimeter strip can be reduced to 5 feet in width. c. Perimeter strips may be broken only for vehicle and pedestrian access crossings, and to allow limited access to and use of utility services located in alleys. 2. Internal parking lot landscaping: <ol style="list-style-type: none"> a. Planting areas with trees are required at all parking aisle ends. b. There shall be no more than eight parking stalls in a row without a tree. c. Trees shall be provided at an average of 30-foot intervals along walkways within or adjacent to parking lots. d. Type C Landscaping shall be used for internal parking lot landscaping. e. Bioretention cells or swales may be incorporated into required planting areas.

Landscaping Types

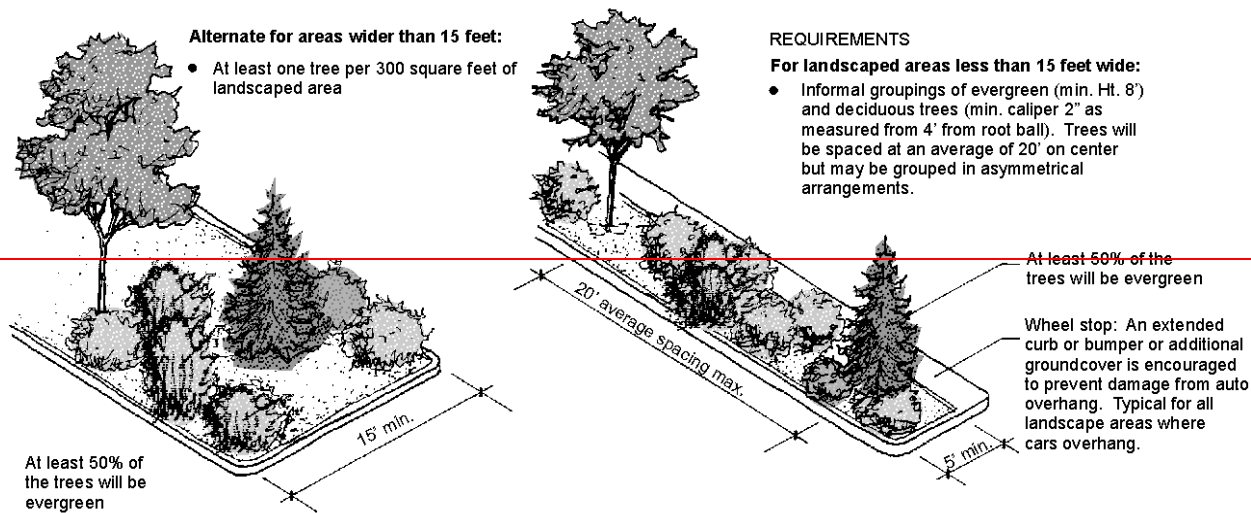
Landscaping Type A—A dense landscaping screen separating different uses. Specifically:

- a. For landscaping strips 10 to 15 feet wide:
 - i. At least one row of evergreen trees, minimum 8 feet in height at the time of planting and 10 feet maximum separation.
 - ii. Shrubs at a rate of one shrub per 20 square feet of landscaped area. In addition to being from minimum 3-gallon sized containers, shrubs shall be at least 16 inches tall at planting and have a mature height of at least 3 feet.
 - iii. Groundcover plants.
 - iv. Bioretention cells or swales can be incorporated into these landscaping strips.
- b. For landscaping strips wider than 15 feet:
 - i. A minimum of one evergreen tree for every 150 square feet arranged in a manner to obstruct views into the property.
 - ii. Shrubs and groundcover as required above.
 - iii. Bioretention cells or swales can be incorporated into these landscaping strips.



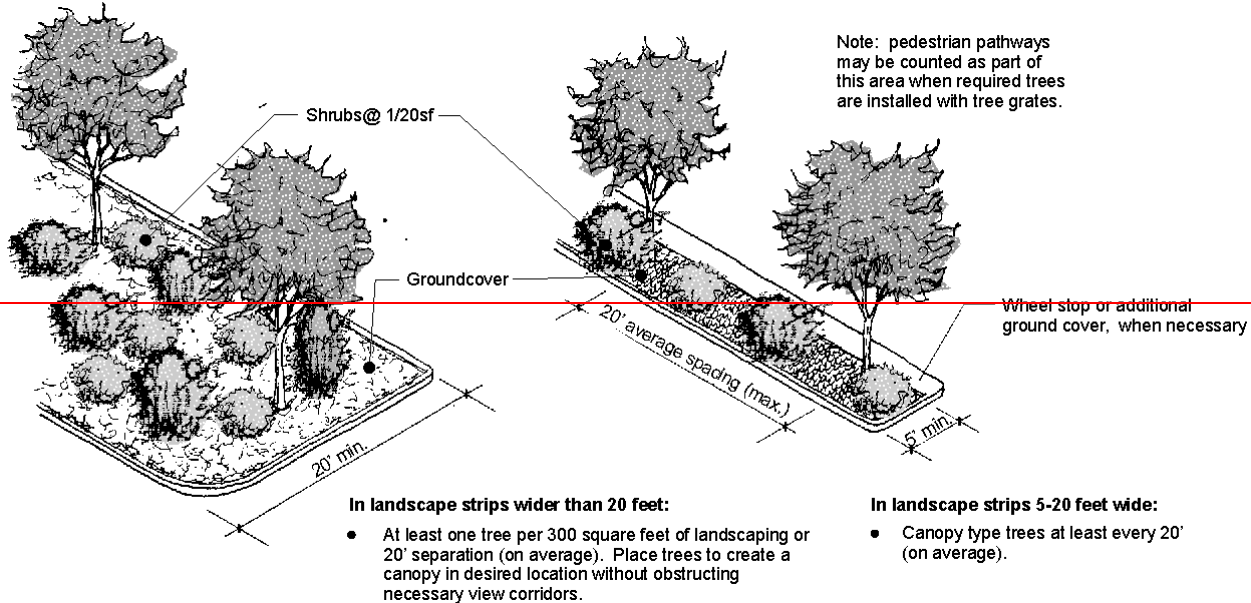
Landscaping Type B—A moderately dense and naturalistic vegetation screen to offer visual relief and integrate built elements into the natural environment. Specifically:

- a. For landscaping strips less than 15 feet wide:
 - i. Informal groupings of evergreen and/or deciduous trees. At least 50 percent of the trees must be evergreen. Trees to be spaced at an average of 20 feet on-center, but may be grouped in asymmetrical arrangements.
 - ii. Shrubs at a rate of one shrub per 20 square feet of landscaped area.
 - iii. Groundcover plants.
 - iv. Bioretention cells or swales can be incorporated into these landscaping strips.
- b. For landscaping strips wider than 15 feet:
 - i. At least one tree per 300 square feet of landscaped area. At least 50 percent of the trees must be evergreen.
 - ii. Tree species, shrubs, and groundcover as required above.
 - iii. Bioretention cells or swales can be incorporated into these landscaping strips.



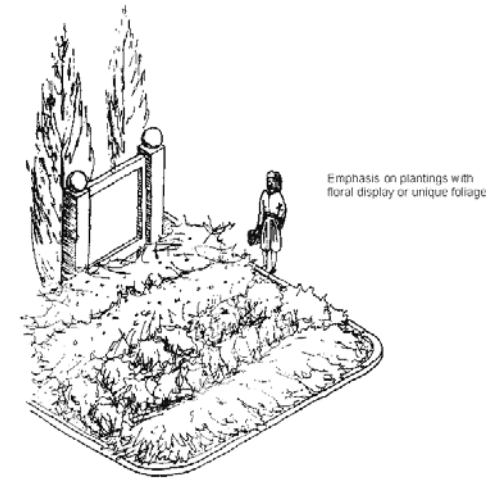
Landscaping Type C—Landscaping provides visual relief in parking areas and along roadways where both a canopy of trees and visibility is required.

- a. For landscaping strips 5 to 20 feet wide:
 - i. Trees at 20 feet on-center.
 - ii. Shrubs at a rate of one shrub per 20 square feet of landscaped area.
 - iii. Groundcover plants.
 - iv. Bioretention cells or swales can be incorporated into these landscaping strips.
- b. For landscaping strips wider than 20 feet:
 - i. At least one tree per 300 square feet of landscaped area or 20 foot separation (on average). Place trees to create a canopy in desired locations without obstructing necessary view corridors.
 - ii. Tree species, shrubs, and groundcover as required above.
 - iii. Bioretention cells or swales can be incorporated into these landscaping strips.



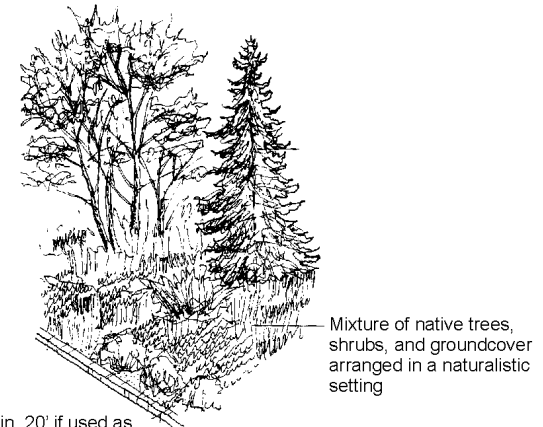
Landscaping Type D— A decorative landscaped display with colorful flowers or foliage as a focal setting for signs, special site elements and/or high visibility or pedestrian areas. Specifically:

- a. Shrubs, at least 50 percent of which must exhibit decorative floral or foliage, shall cover at least 50 percent of the landscaped area within 3 years.
- b. The remaining 50 percent of the landscaped area may be planted with trees, shrubs, perennials, groundcover plants, or cultivated flower beds.



Landscaping Type E— Enhancing natural areas to better integrate developments into existing conditions. Specifically:

- a. Landscaping shall consist of trees, shrubs, and groundcover plants that are native to the Puget Sound and are appropriate to the conditions of the site.
- b. Arrangement of plants shall be asymmetrical and plant material shall be sufficient in quantity to cover the soil in one growing season.
- e. Minimum 20 feet in width if used as a screen or required front yard treatment.



Min. 20' if used as part of screen or required front yard treatment

Section 13.06.502.E Port Maritime and Industrial District Landscaping	M-1, M-2, PMI
Applicability	
<ul style="list-style-type: none"> • Unless specifically exempted, a landscaping plan shall be provided consistent with this table for all new development of parking areas over 20,000 square feet of gross lot area, for perimeter strips adjacent to arterial street frontages, for street trees, and for buffer plantings abutting R-District property. • Required landscaping and perimeter strips may be substituted with central landscaping, except where necessary to screen an outdoor storage or industrial use from an R-District property. Central landscaping is in equal proportion to that which would have been required and that which can be provided with variations in spacing and/or grouped to accommodate driveways, building entrances, etc. Required landscaping and perimeter strips are those not otherwise exempted by the provisions in this section. 	
Exemptions	
<ul style="list-style-type: none"> • Building remodels are exempt from all landscaping requirements contained in this table. • Building additions and buildings added to sites with existing structures are exempt from the landscaping requirements contained in this table, except for street tree requirements and Buffer Planting Areas. Street trees and Buffer Planting Areas are only required along property lines adjacent to the building addition. If the required Buffer Planting Area cannot be provided because of legally existing development, the maximum possible Buffer Planting Area shall be provided and this area shall be covered with a mixture of trees, shrubs, and groundcover plants. • Single-family, two-family, and three-family dwellings are exempt from all landscaping requirements contained in this table. • Required landscaping and perimeter strips may be substituted with central landscaping, except where necessary to screen an outdoor storage or industrial use from an R-District property. Central landscaping is in equal proportion to that which would have been required and that which can be provided with variations in spacing and/or grouped to accommodate driveways, building entrances, etc. Required landscaping and perimeter strips are those not otherwise exempted by the provisions in this section. • Required landscaping and perimeter strips may be exempted if demonstrated that such requirement would interfere with adjacent or intersecting railroads, including private spur railroads, existing storm water ditches, or national security requirements, or if demonstrated that there is a 20-foot vertical grade difference between the properties that offers comparable protection. • When there is a 20-foot vertical grade difference between M or PMI District property that is abutting R-District property, no buffer is required along the affected property line if such grade difference is demonstrated to provide comparable protection. • When there is a 20-foot vertical grade difference between M or PMI District property that is located across the street or alley from R-District property or adjacent to R-District property within a mixed-use district center, no buffer is required along the affected property line if such grade difference is demonstrated to provide comparable protection. 	
Minimum Landscaping Area (unless exempted above)	
Overall site	<ul style="list-style-type: none"> • Five percent of parking areas over 20,000 square feet of gross lot area. Not more than 5 percent is required for such parking areas, but this requirement is separate from the required site perimeter strip or buffer plantings. • These landscaped areas shall be covered with a mixture of trees, shrubs, and groundcover plants. • In M-1 districts, all projects adjacent to a developed public street right-of-way are required to plant street trees consistent with the street tree planting requirements detailed below.
Site perimeter strip	<ul style="list-style-type: none"> • Perimeter strips may be broken for primary structures and vehicle and pedestrian access crossings. • A minimum 5-foot wide perimeter strip shall be provided along arterial street frontages. • The perimeter strip shall be covered with a mixture of trees, shrubs, and groundcover plants.

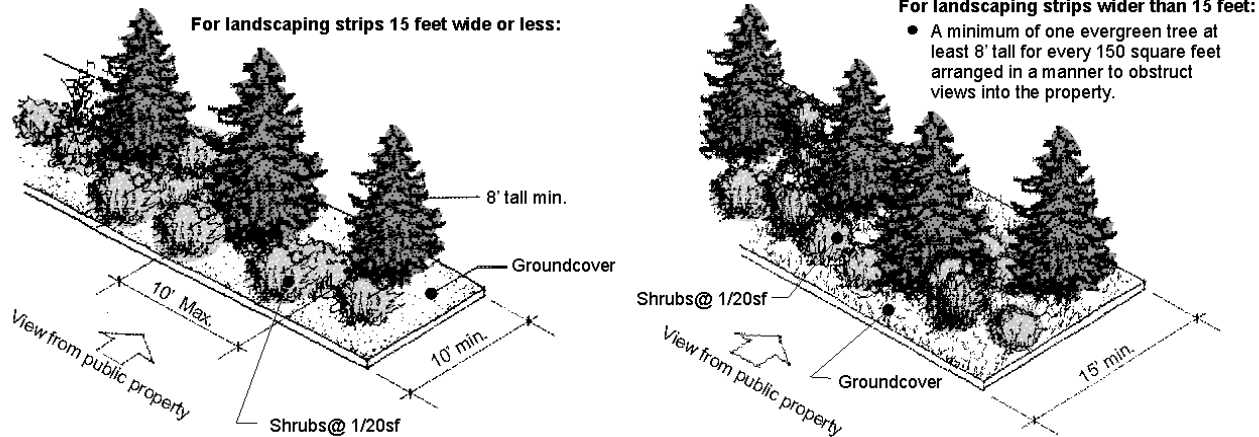
Buffer Planting Areas. In addition to the intent of the landscaping requirements noted above, buffer planting areas are intended to provide substantial vegetative screening between dissimilar zoning districts to soften visual and aesthetic impacts, (unless exempted above).	
M or PMI District property abutting R-District property	<ul style="list-style-type: none"> • A continuous planting area on the required property with a minimum width of 15 feet that contains <u>Type A Landscaping</u>: • A minimum of 6 trees per 100 lineal feet of abutting property line. • A minimum of 12 shrubs per 100 lineal feet of abutting property line. • Where the property required to provide a buffer is 150 feet or less in depth, measured perpendicularly from the residential parcel, the buffer can be reduced to the minimum 7-foot wide buffer listed below.
M or PMI District property across the street or alley from R-District property; or adjacent to R-District property within a mixed-use center	<ul style="list-style-type: none"> • A continuous planting area on the required property with a minimum width of 7 feet that contains <u>Type B or C Landscaping</u>: • A minimum of 4 trees per 100 lineal feet of abutting property line. • A minimum of 10 shrubs per 100 lineal feet of abutting property line. • Street trees are not required on frontage where a buffer is required, but may be used to satisfy buffer tree requirements. • <u>Buffer planting areas may be broken only for vehicle and pedestrian access crossings and to allow limited access to and use of utility services. Buffer planting areas may be broken only for vehicle lanes and/or walkways.</u> • In cases where there is a demonstrated site constraint, the minimum buffer width may be reduced to a minimum 4 feet, with the integration of a continuous site-obscuring fence or vegetated wall.
Planting Requirements. These requirements are intended to provide trees of sufficient maturity at planting to provide more immediate mitigation to the site, to provide trees adequate space to avoid damage and continue growth, and to visually break up parking lots, (unless exempted above).	
Tree size and quantity	<ul style="list-style-type: none"> • Minimum 1 tree per 1,000 square feet of new parking lot area. • If more trees are needed to meet distribution or street tree requirements, that total is the minimum requirement.
Interior landscaping distribution	<ul style="list-style-type: none"> • Trees and planting areas shall be at aisle ends and evenly distributed throughout the new parking lot with no stall more than 50 feet from a tree trunk. • At least 1 tree shall be located within 10 feet of required walkway for each 40 feet of said walkway.
Street trees	<ul style="list-style-type: none"> • 3 trees per 100 feet of site street frontage, including buildings; compatible with other trees in the vicinity by variety, species, and planting pattern. • Trees and grates must comply with adopted business area improvement plans and/or the City's Tree Planting Program.

Section 13.06.502.F

Landscaping Types

Landscaping Type A - A dense landscaping screen separating different uses. Specifically:

- a. For landscaping strips 10 to 15 feet wide:
 - i. At least one row of evergreen trees, minimum 8 feet in height at the time of planting and 10 feet maximum separation.
 - ii. Shrubs at a rate of one shrub per 20 square feet of landscaped area. In addition to being from minimum 3-gallon sized containers, shrubs shall be at least 16 inches tall at planting and have a mature height of at least 3 feet.
 - iii. Groundcover plants.
 - iv. Bioretention cells or swales can be incorporated into these landscaping strips.
- b. For landscaping strips wider than 15 feet:
 - i. A minimum of one evergreen tree for every 150 square feet arranged in a manner to obstruct views into the property.
 - ii. Shrubs and groundcover as required above.
 - iii. Bioretention cells or swales can be incorporated into these landscaping strips.



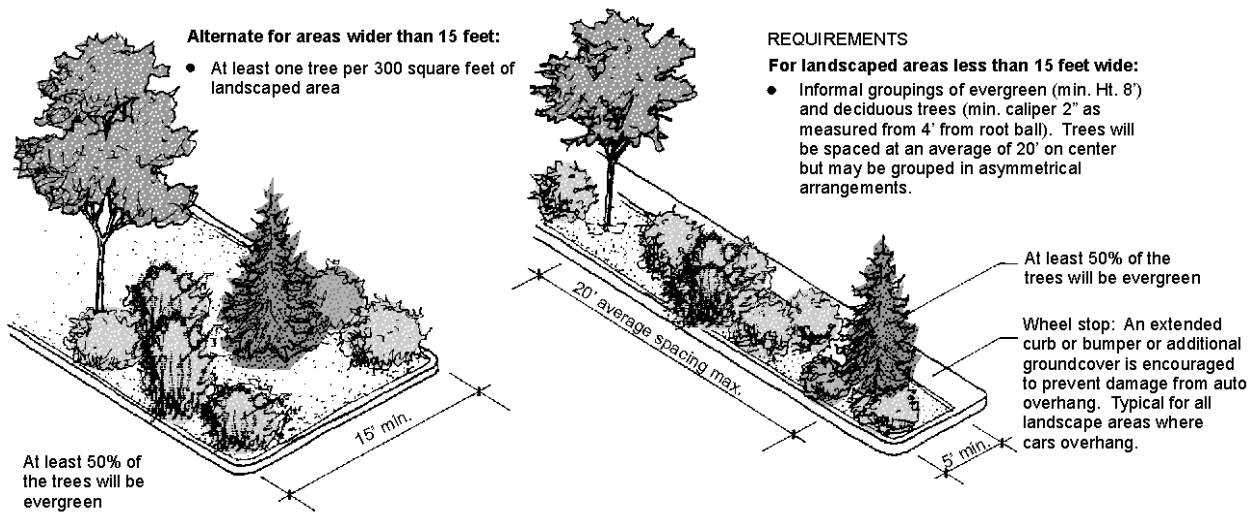
Landscaping Type B - A moderately dense and naturalistic vegetation screen to offer visual relief and integrate built elements into the natural environment. Specifically:

a. For landscaping strips less than 15 feet wide:

- i. Informal groupings of evergreen and/or deciduous trees. At least 50 percent of the trees must be evergreen. At least one tree per 500 square feet of landscaped area. Trees to be spaced at an average of 20 feet on-center, but may be grouped in asymmetrical arrangements.
- ii. Shrubs at a rate of one shrub per 20 square feet of landscaped area.
- iii. Groundcover plants.
- iv. Bioretention cells or swales can be incorporated into these landscaping strips.

b. For landscaping strips wider than 15 feet:

- i. At least one tree per 300 square feet of landscaped area. At least 50 percent of the trees must be evergreen.
- ii. Tree species, shrubs, and groundcover as required above.
- iii. Bioretention cells or swales can be incorporated into these landscaping strips.



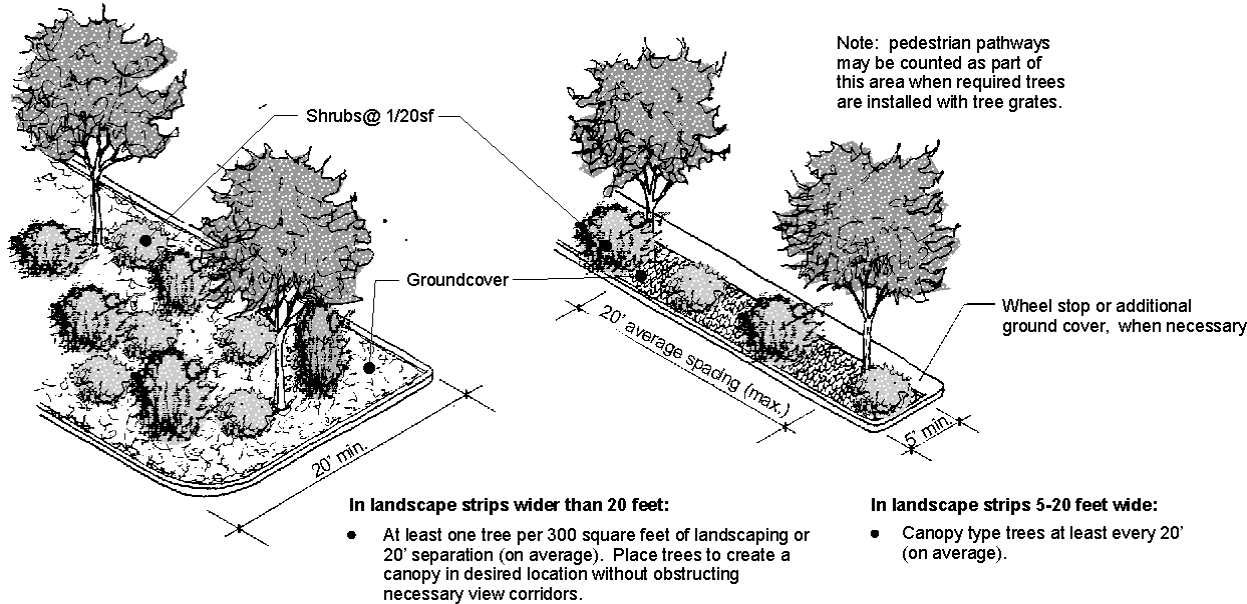
Landscaping Type C - Landscaping provides visual relief in parking areas and along roadways where both a canopy of trees and visibility is required.

a. For landscaping strips 5 to 20 feet wide:

- i. Trees at 20 feet on-center.
- ii. Shrubs at a rate of one shrub per 20 square feet of landscaped area.
- iii. Groundcover plants.
- iv. Bioretention cells or swales can be incorporated into these landscaping strips.

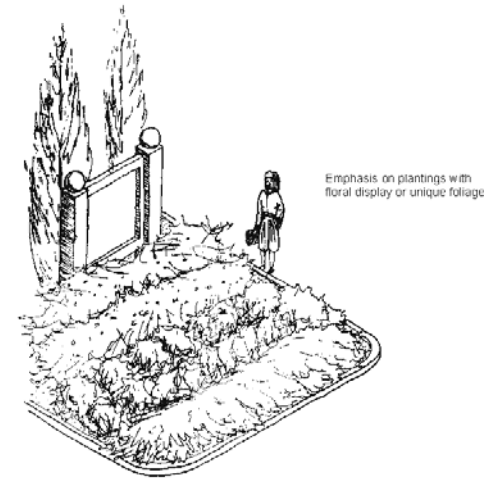
b. For landscaping strips wider than 20 feet:

- i. At least one tree per 300 square feet of landscaped area or 20 foot separation (on average). Place trees to create a canopy in desired locations without obstructing necessary view corridors.
- ii. Tree species, shrubs, and groundcover as required above.
- iii. Bioretention cells or swales can be incorporated into these landscaping strips.



Landscaping Type D - A decorative landscaped display with colorful flowers or foliage as a focal setting for signs, special site elements and/or high visibility or pedestrian areas. Specifically:

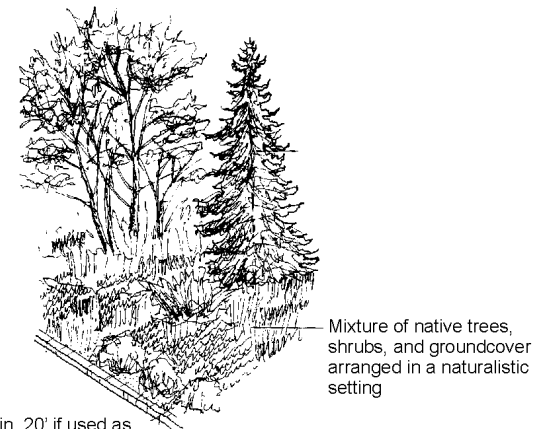
- a. Shrubs, at least 50 percent of which must exhibit decorative floral or foliage, shall cover at least 50 percent of the landscaped area within 3 years.
- b. The remaining 50 percent of the landscaped area may be planted with trees, shrubs, perennials, groundcover plants, or cultivated flower beds.



Landscaping Type E - Enhancing natural areas to better integrate developments into existing conditions. Specifically:

Specifically:

- a. Landscaping shall consist of trees, shrubs, and groundcover plants that are native to the Puget Sound and are appropriate to the conditions of the site.
- b. Arrangement of plants shall be asymmetrical and plant material shall be sufficient in quantity to cover the soil in one growing season.
- c. Minimum 20 feet in width if used as a screen or required front yard treatment.



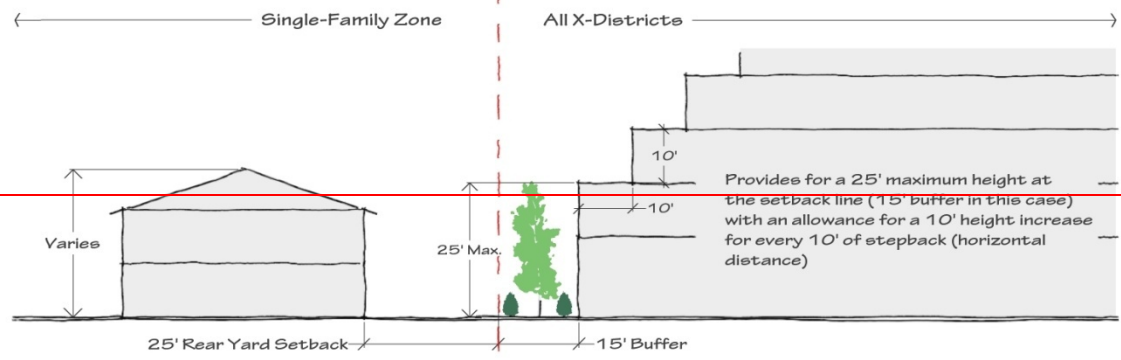
Min. 20' if used as part of screen or required front yard treatment

13.06.503 Residential transition standards.

The following items are required to help ensure appropriate transitions between non-residential and/or higher intensity development and adjacent residential districts, in terms of building bulk and scale, location of activity areas for privacy and noise reduction, provision of greenspace, and visual separation:

[See table below.]

<p>A. Upper Story Stepback</p>	<ol style="list-style-type: none"> 1. Structures shall not intercept a 25-degree daylight plane inclined into the C, T, PDB, HM, M, or PMI District from a height of 25 feet above existing grade at any R-District / C, T, PDB, HM, M, or PMI District boundaries, excluding boundaries with R-4 Districts, R-5 Districts, and/or non-residential uses in any R District (see diagram at right). <u>For purposes of this provision, vacant land located in an R-District shall be considered a residential use.</u> 2. The following requirements apply in all X-Districts, where a Mixed-Use Center boundary is adjacent to single-family zoning (R-1, R-2 and R-2SRD Districts), except where the adjacent use within the single-family zone is a park, permanent open space, undevelopable steep slope, public facility or freeway. <ol style="list-style-type: none"> a. An upper story stepback equal to 10 feet back for each 10 feet up above 25 feet shall be incorporated in Pprojects abutting a single-family zone at an alley or rear or side property line <u>shall not intercept a 45-degree daylight plane inclined into the X-District from a height of 25 feet above existing grade, measured from the inside edge of the required buffer or setback</u> (example of abutting scenario below). This stepback is measured from the inside edge of the required buffer or setback. b. An upper story stepback equal to 10 feet back for each 10 feet up above 35 feet shall be incorporated in Pprojects abutting a single-family zone at a street <u>shall not intercept a 45-degree daylight plane inclined into the X-District from a height of 35 feet above existing grade at</u>. This stepback is measured from the property line. <div data-bbox="680 813 1850 1279" style="text-align: center;"> <p>Upper Story Stepback - Abutting Scenario</p> </div>
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Upper Story Stepback - Abutting Scenario

13.06.510 Off-street parking and storage areas.

A. Purpose. To ensure the safe and adequate flow of traffic in public right-of-way, it is deemed in the interest of the public health, safety, and general welfare that off-street parking areas be required as a necessary part of the development and use of land, and to ensure that required parking areas are designed to perform in a safe and efficient manner. Additionally, to minimize impacts to adjacent uses from areas used for storage of vehicles and other materials, specific design and development standards for such areas are provided in Subsection D.

Minimum parking requirements are particularly important in order to ensure resident, visitor, customer, and employee parking within reasonable distance to the uses served, reduce congestion on adjacent streets; and to minimize, to the extent possible, spillover parking into adjacent residential areas. The requirements herein set forth are also established to discourage under-used parking facilities and to minimize the amount of land dedicated to parking, consistent with the Comprehensive Plan, that encourages economic development, transit use, carpooling, energy conservation, and air quality improvement by providing for: only the minimum number of stalls necessary, compact stalls, shared parking between uses, transportation demand management, and incentives for reducing the size of parking areas.

* * *

TABLE 1 – Required Off-Street Parking Spaces ^{9, 14}		
Use	Unit	Required parking spaces
		Min.
* * *		
Institutional		
* * *		
Elementary, middle, and junior high schools	<u>Classroom/Teaching station.</u>	1.20
* * *		

TABLE 2 – Parking in Mixed-Use Center Districts	
* * *	
Exemptions	<p>No parking is required for any structure in existence upon the date the Mixed-Use Center was created within which it exists (see Section 13.17.020). New development shall provide parking as required.</p> <p>In NCX <u>and CCX</u> Districts, no parking is required for buildings located within 10 feet of the right-of-way of the designated core pedestrian streets (see Section 13.06.300.C). <u>In CCX Districts, no parking is required for buildings that are located within 10 feet of the right of way of a designated core pedestrian street.</u></p> <p>In NCX, CCX, and UCX Districts, no parking is required for the first 3,000 square feet of <u>each</u> ground-level retail or eating and drinking establishment.</p>
Parking Quantity Reductions. The parking requirements for mixed-use, multi-family, commercial, institutional and industrial developments within X-Districts may be reduced as follows:	
Transit Access	Parking requirement shall be reduced by 25% for sites located within 500 feet of a transit stop and 50% for sites located within 500 feet of a transit stop at which a minimum of <u>20+5</u> -minute peak hour service is provided (routes which serve stops at least every <u>20+5</u> minutes during peak hours). Applicants requesting this reduction must provide a map identifying the site and transit service schedules for all transit routes within 500 feet of the site.
* * *	
Development Standards – Location.	
NCX, RCX, NRX, URX and UCX-TD Districts	<p>Parking shall be located to the rear, side, within, or under a structure, or on a separate lot.</p> <p><u>Surface p</u>Parking located to the side of a structure shall not exceed a maximum of 60 feet in width for paved vehicular area along designated pedestrian street frontages.</p>

* * *

Development Standards – Driveways. Driveways shall be located and developed in a manner that recognizes the overall goals for promoting pedestrian activity over vehicle orientation. They shall be limited in size and number and located in the preference order described below:

Driveway location	<ol style="list-style-type: none">1. Driveways shall be located from an alley when suitable access is available, such as an abutting right-of-way that is or can practicably be developed.2. When suitable alley access is not available, driveways shall be limited to the lowest classified roadway adjacent to the site (non-designated street, designated pedestrian street, designated core pedestrian street)3. Projects that utilize an alley for vehicle access and can-not practicably limit vehicular access only to the alley, shall also be allowed to have additional vehicular access from abutting non-designated pedestrian streets.4. Driveways shall be located as close as practical to the property line most distant from any street intersections. Location shall be subject to the approval of the City Traffic Engineer.
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Development Standards – Parking Garages. The following standards apply to parking garages. They are intended to limit parking garage impacts on the pedestrian environment and reduce opportunities for crime in parking garages.

Core Pedestrian Streets	Parking garages are prohibited at street level along the frontage of designated core pedestrian streets.
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Pedestrian Streets	Parking garages shall not occupy more than 50% of the length of a building's street-level frontage along a designated pedestrian street.
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Parking Garage Openings	<p>These standards apply to parking garages for five or more vehicles.</p> <p>Parking garage openings, including vehicular access openings, shall not exceed 50% of the total ground floor façade adjacent to a public street or sidewalk.</p> <p>Parking garage openings at the level of and facing a street, alley, courtyard, plaza, or open parking area shall incorporate decorative grilles, architectural elements, planters, and/or artworks that effectively reduce the visibility of vehicles within the garage while still allowing for limited visibility into and out of the garage. Any portion of the screening that is between 3 and 7 feet above the adjacent grade shall be at least 20% transparent but not more than 80% transparent. Vehicular access openings shall be exempt from this standard.</p>
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Development Standards – Drive-throughs in Mixed-Use Centers. The following standards apply to drive-throughs located in Mixed-use Centers. See section 13.06.300.D for permitted zones.

1. Drive-through driveways and stacking lanes must be located at least 150 feet from any bus stop or transit center, as measured along the curb line between the driveway and the bus stop or transit center
2. All vehicle use areas associated with a drive-through shall be located at the side or rear of the building
3. Drive-through windows shall not face a designated pedestrian street and stacking areas shall not lie between a building and a designated pedestrian street
4. Drive-through stacking lane(s) and service window(s) shall be designed and screened from the view of adjacent properties with landscaping and/or structures
5. Pedestrian paths that cross a drive-through aisle shall use a raised platform and be marked with symbols, signage and/or special painting.
6. Within Mixed Use Centers, drive-throughs shall be limited to 1 stacking lane maximum unless the portion with multiple lanes is fully screened from public view.
7. Drive-through uses that are not located within a building are prohibited from locating within 100 feet of a light rail station or streetcar station
8. Driveways are also subject to the standards contained in Section 13.06.510

2. Off-site parking. Parking areas for all uses shall be located on the same parcel with such uses; however, it is recognized that more efficient use of land, business, or organization growth, safety, or similar considerations may make off-site parking desirable. Therefore, an exception is provided that off-street parking areas may be constructed on a parcel separate from the main building or buildings occupied by such uses, under the following circumstances:

- a. Where allowed. The parking area shall be considered an extension of the use it serves. The parking area shall be permitted, prohibited, or subject to conditional use permit in the same manner as the associated land use.
- b. Proximity to use. The parcel(s) for such off-site parking area shall be located within 500 feet of the parcel(s) to be served. The distance shall be measured between the nearest points of pedestrian access between the two parcels.

* * *

3. Shared parking. Parking areas for all uses shall be located on the same parcel with such uses; however, it is recognized that more efficient use of land, business, or organization growth, safety, or similar considerations may make shared parking desirable. Therefore, two or more uses may share common parking facilities, subject to the following:

- a. Off-site. The shared parking site shall comply with the provisions of off-site parking (subsection 2 above).
- b. Performance. The applicant shall show that there is no substantial conflict in the principal operating hours of the two buildings or uses for which joint use of off-street parking facilities is proposed.
- c. Availability confirmation. Required parking spaces within such a shared parking area are owned or under legal contract by the owner(s) or lease holder(s) of the property intended to be served.
- d. Total spaces. When two or more uses share common parking facilities, the total number of parking spaces required shall be the sum of spaces required for those uses individually.

(1) General exception. Where the uses involved are both daytime and nighttime uses, as defined below, the total required parking for all uses may be reduced by 50 percent of the daytime use requirement or the nighttime use requirement, whichever is smaller.

(2) Religious assembly and school exception. All of the parking spaces required by this section for a religious assembly or for an auditorium incidental to a public or private school, college, or university may be supplied by the off-street parking areas provided by daytime uses.

(3) Daytime uses established. For the purposes of this section, the following uses are considered as daytime uses: banks; business and professional offices; retail stores; daycare centers, manufacturing and warehouse buildings; and similar primarily daytime uses as determined by the City Engineer.

(4) Nighttime uses established. For the purposes of this section, the following uses are considered as nighttime uses: auditoriums incidental to a public or private school; college; or university; churches; bowling alleys; dance halls; theatres; taverns; cocktail lounges; night clubs; or restaurants; and similar primarily nighttime uses as determined by the City Engineer.

(5) Similar sharing of parking may be allowed between uses that operate primarily on weekdays and use that operate primarily on weekends, such as between religious assembly facilities and general offices, as determined by the City Engineer.

* * *

5. Driveways. Except as otherwise stipulated in the TMC, driveways shall be constructed according to the requirements of TMC 10.14.050 (or as amended), which include the following standards:

- a. Except as otherwise provided by TMC 10.14.050, the width of any driveway shall not exceed 30 feet, exclusive of the radii of the returns, the measurement being made parallel to the center line of the street, unless special authorization is given by the Director of Public Works;
- b. The width of any driveway shall not be less than 10 feet, exclusive of the radii of the returns, the measurement being made parallel to the center line of the street;
- c. All driveways for other than single-family residences and duplexes shall be a minimum of 20 feet in width, exclusive of the radii of the returns, the measurement being made parallel to the center line of the street. The radius of all driveway returns shall be a minimum of 10 feet, except on non-arterial streets for single-family residences or duplexes, which shall have a minimum radius of five feet;
- d. The total width of all driveways on a street for any one parcelownership shall not exceed 50 percent of the frontage of that parcelownership along the street, and shall not be more than two in number except as allowed under TMC 10.14.050.B.6.e.

* * *

13.06.511 Transit support facilities.

A. Purpose. It is found and declared that new development and redevelopment in the City of Tacoma creates a need for transit support facilities, namely benches and shelters, and that such development should provide for such facilities based on existing or potential transit ridership and Pierce Transit standards. Such seating and weather protection, where warranted, are needed for those who depend on transit for daily transportation; these facilities also help encourage use of the transit system, which is consistent with the Comprehensive Plan.

B. Applicability. These provisions apply Citywide to all new development ~~and; alternations/remodels that, within a two-year period,~~ exceeding ~~5060~~ 50 percent of ~~the value of existing development or structures, building value~~ as determined by the Building Code, ~~and additions to existing buildings over 5,000 square feet of floor area or 75 percent of floor area~~ on streets where regularly scheduled transit service is provided.

* * *


D. Facility standards. Two benches and foundation pads are to be provided at a bus stop within 500 feet of the proposed project where at least five transit riders are expected to board buses on an average weekday. Two foundation pads and shelters are to be provided at a bus stop within 500 feet of the proposed project where at least ten transit riders are expected to board buses on an average weekday. Where there are multiple transit stops within 500 feet of the project site, Pierce Transit shall be consulted as to the need for an appropriate location for the transit support facilities.

TABLE 13.06.511.D.1	2 Benches and Foundation Pads (for future transit provided shelters)	2 Foundation Pads and Shelters
Office	16,000–32,000 square feet of floor area	Over 32,000 square feet
Retail and service	5,000–10,000 square feet of floor area	Over 10,000 square feet
Shopping center	4,000–8,000 square feet of floor area	Over 8,000 square feet
Convenience market	2,000-4,000 square feet of floor area	Over 4,000 square feet
Fast-food restaurant	1,000-2,000 square feet of floor area	Over 2,000 square feet
Manufacturing	45,000–90,000 square feet of floor area	Over 90,000 square feet
Single-Family Housing	60–120 dwelling units	More than 120 dwelling units
Duplexes, Triplexes and Multi-family Housing	30–60 dwelling units	More than 60 dwelling units

Note: These project thresholds are generally based on trip generation rates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 6th Edition, and Pierce Transit data showing 3% of weekday vehicular trips are on transit.

E. Exemptions. ~~Projects shall be exempt from these requirements w~~When the required transit support facility(ies) (a bench or shelter) already exist(s) at the nearest bus stop pair (the closest stops on both sides of the street); ~~or when Pierce Transit determines that the required facilities would not enhance the capacity or function of the transit system, such as when there are accessibility issues or pending route changes~~projects shall be exempt from these requirements.

13.06.512 Pedestrian and bicycle support standards.

<p>A. General Applicability.</p>
<p>1. Application. The pedestrian and bicycle support standards apply to all new development- <u>and alternations that, within a two-year period, exceed 50 percent of the value of existing development or structures, as determined by the Building Code,</u> unless specifically exempted herein.</p>
<p>2. Standards. Each item of this section shall be addressed individually. Exceptions and exemptions noted for specific development situations apply only to the item noted.</p>
<p>3. Additions. Additions up to 5,000 square feet of floor area or 75 percent of floor area, whichever is less, shall be exempt from these standards. Larger additions shall meet the requirements of this table at a ratio of at least 1 to 5 (such that a 1 percent increase in floor area will necessitate provision of 5 percent of the requirements of this table for the site; a 2 percent increase in floor area will necessitate provision of 10 percent of the requirements; and so forth, up to where a 20 percent or larger increase in floor area will necessitate provision of 100 percent of the requirements).</p>
<p>34. Super regional malls. Additions to super regional malls which add less than 10,000 square feet of floor area shall be exempt from these standards. Larger additions shall meet the requirements of this table at a ratio of at least 1 to 3 for the entire mall site (in the same manner described above, under subsection 3), except that additions of an anchor tenant or 140,000 or more square ft. shall require full provision of these requirements for the entire mall site.</p>
<p>45. Temporary. Temporary structures are exempt from the standards of this section.</p>
<p>6. Remodel. Remodel projects valued below 50 percent of the building value, as determined by the Building Code are exempt from the standards of this section.</p>
<p>57. Residential or Mixed-Use. Residential structures of 4 dwelling units or fewer only need to comply with the standards of subsection B, below. Mixed-use structures shall comply with all of the standards.</p>
<p>68. Historic. In any conflict between these standards and those applied by the Tacoma Landmarks Preservation Commission, the standards of the commission shall prevail.</p>
<p>79. Fractions. Any requirement resulting in a fraction when applied shall be rounded up or down to the nearest whole number.</p>
<p>* * *</p>
<p>C. Street Furniture. To support transportation choices, including walking, the following standards shall be met to assist pedestrian safety, comfort, and mobility, including resting places at reasonable intervals.</p>
<p>1. Minimum. A minimum of one fixed bench or equivalent seating area for every 250 feet of street frontage. This requirement determines quantity and not distribution, not required if site has less than 250 feet of street frontage. Projects in the PMI District are exempt from this requirement.</p>
<p>2. Minimum on designated pedestrian streets in Mixed-Use Center Districts. A minimum of one fixed bench or equivalent seating area for every 150 feet of street frontage. This requirement determines quantity and not distribution, not required if site has less than 150 feet of street frontage.</p>
<p>3. Design. Furniture shall be consistent with any applicable adopted business area improvement plans and shall utilize designs that discourage long-term loitering or sleeping, such as dividers or individual seating furniture. <u>See examples below.</u></p>

<p>4. Credit. Any adjacent public street furniture can be counted toward this requirement.</p>
<p>D. Bicycle Parking. To support transportation choices, including biking, the following standards shall be met for more visible and secure locations for bicycle parking.</p>
<p>1. Quantity in T, C-1, C-2, HM, and PDB. Minimum 3 percent of the requirement for automobile parking spaces for the first 300 car stalls and 1 percent of car stalls in excess of 300. A minimum of 2 bike spaces is required, except sites requiring 5 or fewer car stalls are exempt from bike parking. Adjacent public bike racks can be counted toward this requirement.</p>

2. Quantity in Mixed-Use Center Districts. Five percent of the requirement for automobile parking spaces for the first 300 automobile stalls and 1.5 percent of automobile stalls in excess of 300, but no less than 2 bicycle stalls. Sites requiring 5 or fewer automobile stalls are exempt from this requirement, except for sites exempted from parking requirements due to their location along core pedestrian streets in neighborhood mixed-use centers (see Section 13.06.510.A.1 Table 2), where the number of required bicycle parking stalls shall be based on the amount of parking that would've been required for the project if it were not exempted.

Adjacent public bike racks can be counted toward this requirement. Any form of vehicle storage, including auto dealers, counts only customer and employee parking to determine bike parking requirement.

3. Location. Bicycle parking shall be located within 50 feet of the primary building entrance for individual sites. Bicycle parking may be grouped near an owner designated primary entrance in shopping centers. Bicycle parking may be shared at a common location on the same block and same side of the street; provided, the quantity meets the total requirement and is no more than 100 feet from any site served. Bicycle parking shall not block pedestrian use of a walkway and shall be located where there is sufficient space to allow bicycle maneuvering and allow access to the rack without moving another bicycle.

4. Design. Bicycle parking facilities, such as racks and lockers, shall be consistent with any applicable, adopted business area improvement plan or streetscape design plan. Racks and lockers shall also be securely anchored and designed to accommodate the required number of bicycles, support bicycles upright, and allow for the frame and at least one wheel to be secured with a standard U-lock. See examples below.



* * *

13.06.520 Signs.

* * *

~~C. Definitions.~~

~~Abandoned sign. A sign that no longer correctly directs any person or advertises a bona fide business, lessor, owner, product, or activity conducted or available on the premises where such sign is located.~~

~~A Board sign (sandwich board sign). A sign which consists of two panels hinged or attached at the top or side, designed to be movable and stand on the ground.~~

~~Animated sign. A sign that uses movement, by either natural or mechanical means, to depict action to create a special effect or scene.~~

~~Architectural blade. A sign structure which is designed to look as though it could have been part of the building structure, rather than something suspended from or standing on the building.~~

~~Awning sign. A sign affixed to the surface of an awning and which does not extend vertically or horizontally beyond the limits of such awning.~~

~~Banner sign. A sign intended to be hung either with or without a frame, possessing characters, letters, illustrations, or ornamentations applied to paper, plastic, or fabric of any kind.~~

~~1. Commercial banner. A banner used for commercial purposes, which includes "For Lease," "Grand Opening," "Sale," etc.~~

~~2. Cultural, civil, and educational banner. A banner used for cultural, civic, or educational events, displays, or exhibits.~~

~~Blade sign—pedestrian oriented. A double-faced sign intended for pedestrian viewing installed perpendicular to the building facade for which it identifies.~~

~~Billboard sign. A sign which advertises goods, products, events, or services not necessarily sold on the premises on which the sign is located; however, a person, business, or event located on the premises shall not be identified. The sign may consist of:~~

~~1. Poster panels or bulletins normally mounted on a building wall or freestanding structure with advertising copy in the form of posted paper.~~

~~2. Painted bulletins, where the message of the advertiser is painted directly on the background of a wall-mounted or freestanding display area.~~

~~Building face or wall. All window and wall area of a building in one plane or elevation.~~

~~Center identification sign. Any sign which identifies a shopping, industrial center, or office center by name, address, or symbol. Center identification signs may also identify individual businesses and activities located within the center.~~

~~Changing message center. An electronically controlled sign, message center, or readerboard where copy changes of a public service or commercial nature are shown on the same lamp bank (i.e., time, temperature, date, news, or commercial information of interest to the traveling public).~~

~~Changeable copy sign (manual). Any sign that is designed so that characters, letters, or illustrations can be changed or rearranged by hand, without altering the face or the surface of the sign (i.e., readerboards with changeable pictorial panels).~~

~~Construction sign. A temporary sign giving the name or names of principal contractors, architects, lending institutions, or other persons or firms responsible for construction on the site where the sign is located, together with other information included thereon.~~

~~Corporate logo sign. A logo sign consists of a symbol or identifying mark(s) used as part of a corporation identification scheme that is meant to identify a corporation, company, or individual business or organization. Internally illuminated cabinet signs shall not be allowed for use as a logo sign above 35 feet in any of the downtown districts.~~

~~Directional sign. Any sign which serves solely to designate the location of any place, area, or business within the City limits of Tacoma, whether on premises or off premises.~~

~~Directory sign. A sign on which the names and locations of occupants or the use of a building is given.~~

~~Electrical sign. A sign or sign structure in which electrical wiring, connections, and/or fixtures are used as any part of the sign.~~

~~Flashing sign. An electrical sign or portion which changes light intensity in sudden transitory bursts, but not including signs which appear to chase or flicker and not including signs where the change in light intensity occurs at intervals of more than one second.~~

~~Freestanding sign. A permanently installed, self-supporting sign resting on or supported by means of poles, standards, or any other type of base on the ground.~~

~~Frontage:~~

~~1. Freestanding sign. For the purpose of computing the size of a freestanding sign, frontage shall be the length of the property line parallel to and abutting each public right-of-way bordered.~~

~~2. Building mounted sign. For the purpose of computing the size of building mounted signs, frontage shall be the length of that portion of the building containing the business oriented onto a right-of-way or parking lot. For a business with more than one frontage, the largest frontage with a public entrance shall be used.~~

~~Graphics. An aggregate of designs, shapes, forms, colors, and/or materials located on an exterior wall and relating to or representing a symbol, word, meaning, or message.~~

~~Ground sign. A sign that is six feet or less in height above ground level and is supported by one or more poles, columns, or supports anchored in the ground.~~

~~Identification or directory sign. A combination sign used to identify numerous buildings, persons, or activities which relate to one another, which is used as an external way finding for both vehicular and pedestrians traffic.~~

~~Illuminated sign. A sign designed to give forth any artificial or reflected light, either directly from a source of light incorporated into or connected with such sign or indirectly from a source intentionally directed upon it, so shielded that no direct illumination from it is visible elsewhere than on the sign and in the immediate proximity thereof.~~

~~Incidental sign. A small sign intended primarily for the convenience and direction of the public on the premises, which does not advertise but is informational only, and includes information which denotes the hours of operation, telephone number, credit cards accepted, sales information, entrances and exits, and information required by law. Incidental information may appear on a sign having other copy as well, such as an advertising sign.~~

~~Landscaping. Any material used as a decorative feature, such as planter boxes, pole covers, decorative framing, and shrubbery or planting materials, used in conjunction with a sign, which expresses the theme of the sign but does not contain advertising copy.~~

~~Marquee sign. A sign attached to and made part of a marquee. A marquee (or canopy) is defined as a permanent roof-like structure attached to and supported by the building and projecting beyond a building, but does not include a projecting roof.~~

~~Multiple business center. A grouping of two or more business establishments which either share common parking and/or access drives on the lot where they are located or which occupy a single structure or separate structures which are physically or functionally related or attached. In order to be considered a separate business establishment, a business shall be physically separated from other businesses; however, businesses which share certain common internal facilities, such as reception areas, checkout stands, and similar features shall be considered one business establishment.~~

~~Mural. A decorative design or scene intended to provide visual enjoyment that is painted or placed on an exterior building wall. A mural contains no commercial messages, logo, or corporate symbol.~~

~~Nonconforming sign. A nonconforming sign shall mean any sign which does not conform to the requirements of this section.~~

~~Neutral surface. The building surface, cabinetry, and opaque surfaces which are not an integral part of the sign message.~~

~~Off premises sign. A sign that identifies or gives directional information to a commercial establishment not located on the premises where the sign is installed or maintained.~~

~~Off premises open house or directional sign. A sign advertising a transaction involving:~~

- ~~1. A product sold in a residential zone;~~
- ~~2. A product that cannot be moved without a permit; and/or~~
- ~~3. A product with a size of at least 3,200 cubic feet.~~

~~On-premises sign. Any sign identifying or advertising a business, person, activity, goods, products, or services primarily located on the premises where the sign is installed or maintained.~~

~~Parapet. A false front or wall extension above the roof line.~~

~~Person. Person shall mean and include a person, firm, partnership, association, corporation, company, or organization, singular or plural, of any kind.~~

~~Political sign. A temporary sign which supports the candidacy of any candidate for public office or urges action on any other matter on the ballot in a primary, general, or special election.~~

~~Portable sign. Any sign not permanently attached to the ground or a building. (Includes A-frame, sandwich boards, and portable readerboards.)~~

~~Projecting sign. A sign, other than a wall sign, which is attached to and projects from a structure or building face.~~

~~Public Facility. Any facility funded in whole or part with public funds, which provides service to the general public, including, but not limited to, public schools, public libraries, community centers, public parks, government facilities, or similar use.~~

~~Public information sign. A sign erected and maintained by any governmental entity for traffic direction or for designation of, or direction to, any school, hospital, historical site, or public service, property, or facility. Public signs include those of such public agencies as the Port of Tacoma, Pierce Transit, the Tacoma School District, and the MetroParks Tacoma.~~

~~Readerboard. A sign consisting of tracks to hold letters, which allows for frequent changes of copy; usually such copy is not electronic.~~

~~Real estate sign. Any sign which is only used for advertising the sale or lease of ground upon which it is located or of a building located on the same parcel of ground.~~

~~Repair. To paint, clean, or replace damaged parts of a sign, or to improve its structural strength, but not in a manner that would change the size, shape, location, or character.~~

~~Roof line or ridge line. The top edge of the roof or top of a parapet, whichever forms the top line of the building silhouette.~~

~~Roof sign. Any sign erected upon, against, or directly above a roof or parapet of a building or structure.~~

~~Rotating signs. Any sign or portion thereof which physically revolves about an axis.~~

~~Searchlight. An apparatus for projecting a beam or beams of light.~~

~~Sign. Any object, device, display, structure, or part thereof, which is used to advertise, identify, direct, or attract attention to a product, business, activity, place, person, institution, or event using words, letters, figures, designs, symbols, fixtures, colors, illumination, or projected images.~~

~~Sign area. The total area of a sign, as measured by the perimeter of the smallest rectangle enclosing the extreme limits of the letter, module, or advertising message visible from any one viewpoint or direction, excluding the sign support structure, architectural embellishments, decorative features, or framework which contains no written or advertising copy. (Includes only one side of a double faced sign, unless noted otherwise.)~~

~~1. Individual letter signs, using a wall as the background without added decoration or change in wall color, shall be calculated by measuring the smallest rectangle enclosing each letter. The combined total area of each individual letter shall be considered the total area of the sign.~~

~~2. For a multiple face sign, the sign area shall be computed for the largest face only. If the sign consists of more than one section or module, all areas will be totaled.~~

~~3. Neutral surfaces (i.e., graphic design, wall murals and colored bands), shall not be included in the calculation. (See definition of "Neutral Surface.")~~

~~4. The area of all regulated signs on a business premises shall be counted in determining the permitted sign area.~~

~~Sign height. The vertical distance measured from the adjacent grade at the base of the sign to the highest point of the sign structure; provided, however, the grade of the ground may not be built up in order to allow the sign to be higher.~~

~~Sign structure. Any structure which supports, has supported, is designed to support, or is capable of supporting a sign, including a decorative cover.~~

~~Street. A thoroughfare which provides the principal means of access to abutting property.~~

~~Swinging sign. A sign installed on an arm or spar that is fastened to an adjacent wall or upright pole, which sign is allowed to move or swing to a perceptible degree.~~

~~Temporary off-premises sign. An off-premises advertising sign attached to temporary fencing during the time of construction.~~

~~Temporary sign. An on-premises sign, banner, balloon, pennant, valance, A-board, or advertising display constructed of cloth, canvas, fabric, paper, cardboard, plywood, wood, wallboard, plastic, sheet metal, or other similar light material, with or without a frame, which is not permanently affixed to any sign structure and which is intended to be displayed for a limited time only.~~

~~Under-marquee sign. Signs or other information-conveying devices that are affixed to the underside of a marquee and project down from the bottom of the marquee.~~

~~User. A user shall be understood to mean the lessee or purchaser of any sign.~~

~~Unlawful sign. Any sign which was erected in violation of any applicable ordinance or code governing such erection or construction at the time of its erection, which sign has never been in conformance with all applicable ordinances or codes.~~

~~Wall sign (fascia sign). A sign painted on or attached to or erected against the wall of a building with the face in a parallel plane of the building wall.~~

~~Warning Sign. Any sign which is intended to warn persons of prohibited activities such as "no hunting" and "no dumping."~~

~~Window sign. A sign painted on, affixed to, or installed inside a window for purposes of viewing from outside the premises.~~

* * *

13.06.545 Wireless communication facilities.

* * *

B. Exemptions. The following are exempt from the provisions of this section and shall be permitted in all zones:

1. Antennas and related equipment no more than three feet in height.
2. Wireless radio utilized for temporary emergency communications in the event of a disaster.
3. Licensed amateur (ham) radio stations not exceeding the permitted height requirements of the underlying zone. Amateur radio towers or antenna support structures exceeding the height limit shall **by allowed only with approval of a Conditional Use Permit, in accordance** comply solely with the provisions of Section 13.06.640. Modification or use of such towers for commercial use shall require full compliance with this section.

* * *

C. Permits required.

1. Where a transmission tower or antenna support structure is located in a zoning district, which allows such use as a permitted use activity, administrative review, and a building permit shall be required, subject to the project's consistency with the development standards set forth in Section 13.06.545.H. In instances where the antenna height exceeds the height limit of the zoning district or is not allowed as a permitted use activity, a conditional use permit and building permit shall be required in addition to a demonstration of consistency with all required development standards. Table A, below, specifies the permits required for the various types of wireless service facilities that meet the standards of this ordinance.

* * *

F. Site selection criteria. The following criteria shall be utilized to evaluate all conditional use permits, in addition to the criteria set forth in Section 13.06.640.C:

1. Any applicant proposing to construct an antenna support structure, or mount an antenna on an existing structure, shall demonstrate by engineering evidence that the antenna must be located at the site to satisfy its function in the applicant's grid system. Further, the applicant must demonstrate, by engineering evidence, that the height requested is the minimum height necessary to fulfill the site's function within the grid system, and that collocation is not

feasible. If a technical dispute arises, the Land Use Administrator may require a third-party technical study to resolve the dispute. The cost of the technical study shall be borne by the applicant or wireless service provider.

2. Applications for necessary permits will only be processed when the applicant demonstrates either that it is an FCC-licensed wireless communication provider or that it has agreements with an FCC-licensed wireless communication provider for use or lease of the support structure.

3. Wireless service facilities shall be located and designed to minimize any significant adverse impact on residential uses. Facilities shall be placed in locations where the existing topography, vegetation, buildings, or other structures provide the greatest amount of screening.

4. In all zones, location and design of facilities shall consider the impact of the facility on the surrounding neighborhood and the visual impact within the zoning district.

* * *

H. Development standards. The following special requirements and performance standards shall apply to any wireless communication tower or wireless facility:

1. Visual impacts. Wireless communication towers or antenna support structures and related facilities shall be located and installed in such a manner so as to minimize the visual impact on the skyline and surrounding area. The use of attached antennas, concealed facilities, or the camouflaging of towers, antennas, and associated equipment ~~shall be used~~~~is strongly encouraged~~, to the greatest degree ~~technically feasible~~~~possible~~, in ~~and adjacent to~~ all residential districts and in the URX, NRX, RCX, NCX, and CCX Mixed-Use Center Districts. Visual impacts shall be addressed in the following manner:

a. Site location and development shall preserve the pre-existing character of the surrounding buildings, land use, and the zoning district to the extent possible, while maintaining the function of the communications equipment. Wireless communication facilities shall be integrated through location, siting, and design to blend in with the existing characteristics of the site through application of as many of the following measures as possible ~~(examples are also provide below)~~:

(1) Existing on-site vegetation shall be preserved, insofar as possible, or improved, and disturbance of the existing topography shall be minimized, unless such disturbance would result in less visual impact of the site to the surrounding area;

(2) Towers or mounts shall be screened by placement of the structure among and adjacent to, within 20 feet, of three or more trees at least 50 percent of the height of the facility;

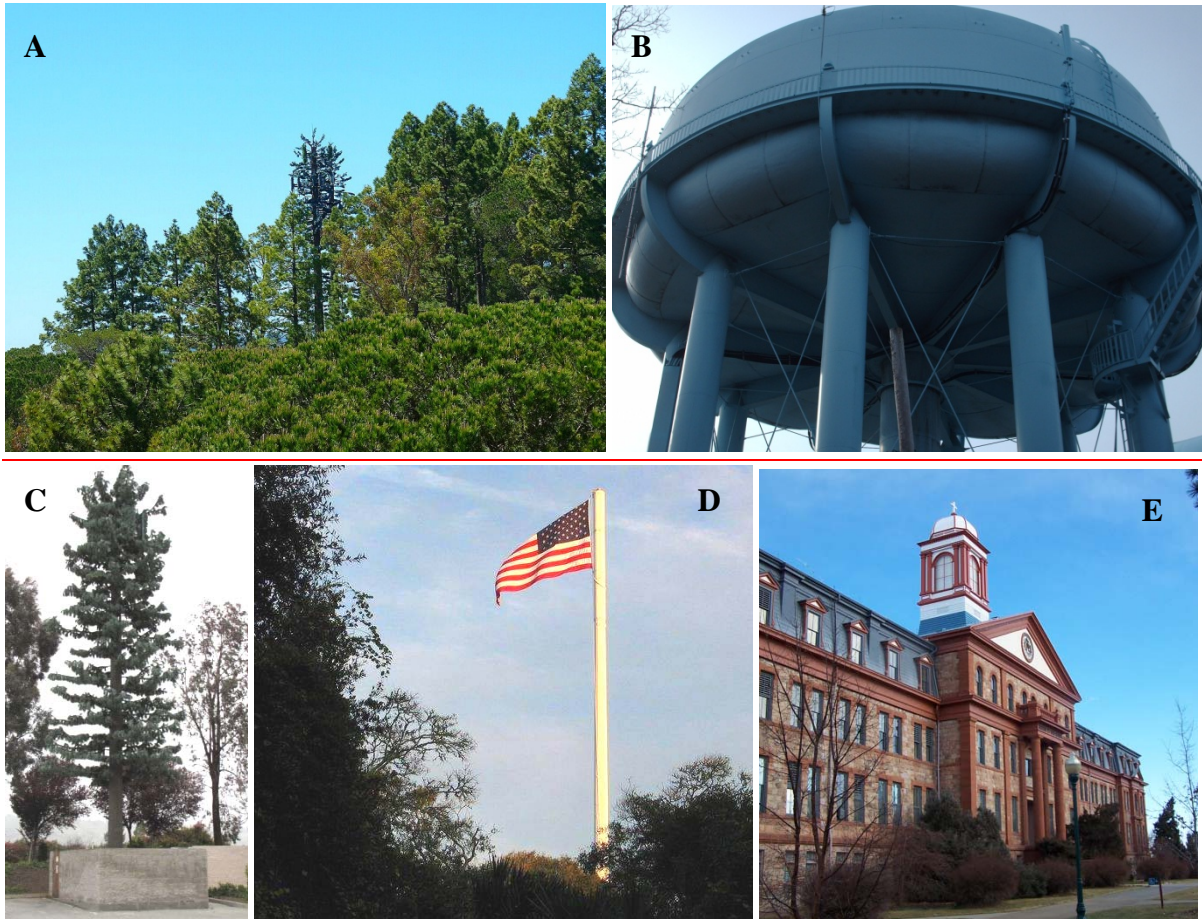
(3) Location of facilities close to structures of a similar height;

(4) Location of facilities toward the center of the site, and location of roof-mounted facilities toward the interior area of the roof and the use of screening, in order to minimize view from adjacent properties and rights-of-way;

(5) Provision of required setbacks;~~and~~

(6) Incorporation of the antenna, associated support structure, and equipment shelter as a building element or architectural feature;~~;~~

(7) Designing freestanding towers to appear as another structure or object that would be common in the area, such as a flagpole or tree.



The examples of methods used to minimize the visual impacts of wireless facilities shown above include the preservation and use of existing vegetation (examples A and C), flush mounting and color-matching wireless facilities (example B), screening above-ground equipment (example C), disguising a wireless facility as another freestanding structure, (example D, as a flagpole; examples A and C, as a tree), and incorporation of wireless facilities into a building feature (example E, inside the cupola).

b. Related equipment facilities used to house wireless communications equipment shall be located within buildings or placed underground when possible. When they cannot be located in existing buildings or placed underground, equipment shelters or cabinets shall be limited to a maximum floor area of 400 square feet and a maximum height of 12 feet, shall be screened, and shall be insulated to ensure noise levels do not exceed the ambient pre-development noise level at any residential receiving property abutting the site with a maximum sound pressure level of 40 dB, pursuant to the 1993 ASHRAE Handbook. Alternate methods for screening may include the use of building or parapet walls, sight-obscuring fencing and/or landscaping, screen walls, or equipment enclosures or camouflaging; and

c. Wireless communication facilities and related equipment facilities shall be of neutral colors such as white, gray, blue, black, or green, or other appropriate color designed to disguise, conceal, or camouflage the facility or equipment, or similar in building color in the case of facilities incorporated as part of the features of a building, unless specifically required to be painted another color by a federal or state authority. Other screening methods, such as the use of siding which is architecturally compatible with adjacent buildings, or site-obscuring fencing materials may also be utilized. Wooden poles are not required to be painted.

* * *

13.06.555 View-Sensitive Overlay District.

A building, structure, or portion thereof, hereafter erected, shall not exceed a height of 25 feet, except as provided in Sections [13.06.602](#), 13.06.640 and 13.06.645.B.3. This section shall not apply to any building, structure, or portion thereof within any development or subdivision which is greater than 30 acres in size and which has an approved site

plan or residential plat; provided, such site plans must have established the height or elevation of buildings, and such residential plats must have active architectural control committees, of which a resident or property owner of the plat shall be a member, and recorded covenants which give consideration to protection of views, and the architectural control committee must have reviewed and approved the plans of the building or structures before submittal to the City.

* * *

13.06.602 General restrictions.

* * *

3. Height. Any building, structure, or portion thereof, hereafter erected, shall not exceed the height limits established for the district wherein such building or structure is located except:

- a. As provided in Section 13.06.640 relating to conditional uses.
- b. As provided in Section 13.06.645 relating to height variances for residential structures located in the View-Sensitive Districts.
- c. Schools, libraries, structures for religious assembly, colleges. In districts with a height limit of 35 feet, these facilities, when permitted as a use, are allowed at a maximum 45 feet in height.
- d. Structures, above height limits. Chimneys, tanks, towers, cupolas, steeples, flagpoles, smokestacks, silos, elevators, fire or parapet walls, open railings, and/or similar necessary building appurtenances may exceed the district height limit provided all structural or other requirements of the City of Tacoma are met and no usable floor space above the district height limit is added.
- e. Shipping cranes or other freight moving equipment are exempt from height limits.
- f. Solar panels/collectors are allowed to exceed the maximum height limit provided they do not extend more than 12-inches above the surface of the roof, as measured to the upper side of the solar panel, and, on pitched roofs, do not extend above the ridgeline.



4. Area, setbacks and yards. Any building or structure hereafter built, enlarged, or moved on a lot shall conform to the area regulations of the district in which such building or structure is located.

- a. No lot area, now existing or hereafter established, shall be so reduced or diminished such that the yards, setbacks, open spaces, or total lot area be made smaller than required by the chapter, except in conformity with the regulations of this chapter.
- b. Primary access easements and lot extensions on pipestem lots shall not be included in the calculation of lot area. As used herein, a primary access easement is the easement that provides the primary vehicular and pedestrian access to a property that does not have frontage on a public right-of-way or to a property that does have frontage on a public right-of-way when such right-of-way is not practicable for use as vehicular or pedestrian access to the property, for reasons such as significant topography.

* * *

m. Projections into required setbacks and yards. Every part of a required setback or yard shall be open, from the ground to the sky, and unobstructed, except for the following:

- (1) Accessory building in the required rear yard setback.
- (2) Ordinary building projections such as cornices, eaves, belt courses, sills, or similar architectural features, may project into any required yard or setback not more than 24 inches.
- (3) Chimneys may project into any required setback not more than 24 inches.
- (4) Uncovered balconies, decks, or fire escapes whose surface is greater than 8 feet above the surrounding grade may project over a required front or rear yard setback four feet or over a required yard two feet.
- (5) Uncovered terraces, platforms, and decks whose surface is greater than 30-inches but not more than 8 feet above the surrounding grade which do not extend above the level of the first floor of the building may project or extend into a required front or rear yard setback not more than eight feet or into a court not more than six feet.
- (6) Uncovered, ground level decks (deck surface no more than 30-inches in height from surrounding grade) may occupy up to 50 percent of a required yard and may also extend into required side yard setbacks to within 3-feet of the property line.
- (7) An uncovered landing which does not extend above the level of the first floor of the building may project or extend into a required side yard setback not more than three feet.
- (8) Mechanical equipment may encroach 8-feet into the required rear yard setback and may encroach 8-feet into the functional rear yard setback on double-frontage lots (see Section 13.06.100.F.5 regarding “functional rear/front yards”). Mechanical equipment may not be located within a required side yard setback or yard space. The location of mechanical equipment shall not be used in the calculation of average setbacks.
- (9) Covered porches which are open on three sides and do not extend above the level of the first floor may project 8-feet into the required front yard setback.
- (10) Bay windows, garden windows and fireboxes may extend up to 24-inches into required side yard setbacks, as long as the total of such features does not exceed 25% of the side wall area.
- (10) Uncovered, ground level decks (deck surface no more than 30 inches in height from surrounding grade) may occupy up to 50 percent of a required yard and may also extend into required side yard setbacks to within 3 feet of the property line.

* * *

13.06.640 Conditional use permit.

A. Purpose. ~~In many zones there are uses that may be compatible but because of their size, operating characteristics, potential off-site impacts and/or other similar reasons warrant special review on a case-by-case basis. The purpose of the conditional use permit review process is to determine if such a use is appropriate at the proposed location and, if appropriate, to identify any additional conditions of approval necessary to mitigate potentially adverse impacts and ensure compatibility between the conditional use and other existing and allowed uses in the same zoning district and in the vicinity of the subject property. The zoning district use tables identify which uses require a conditional use permit (see Sections 13.06.100, -.200, -.300, and -.400). These uses may be authorized by the Land Use Administrator or Hearing Examiner in accordance with the procedures established in TMC 13.05 and the applicable criteria outlined below. The purpose of this section is to allow certain specified uses, which are deemed necessary to the public convenience but are found to possess characteristics which make impractical such uses being identified exclusively with any particular zone classification as herein defined. The conditional use permit is a mechanism by which the City may require special conditions on development or on the use of land in order to insure that designated uses or activities are compatible with other uses in the same land use district and in the vicinity of the subject property.~~

B. Conditional uses and height. Since certain conditional uses have intrinsic characteristics related to the function or operation of such uses, which may necessitate buildings or other structures associated with such uses to exceed the height limits of the zoning districts in which the conditional uses may be located, the Land Use Administrator or Hearing Examiner may authorize the height of buildings or other structures associated with the following conditional uses to exceed the height limit set forth in the zoning district in which such uses are located; provided, such height is consistent with the criteria contained in subsection C of this section:

1. Airports ~~and airfields.~~
2. Religious assembly ~~such as churches, temples, and synagogues.~~
3. Schools, public or private ~~Educational institutions.~~
4. Public safety and public services facilities ~~Governmental buildings.~~
5. Hospitals.
6. Wireless communication towers or wireless facilities, subject to the requirements set forth in Section 13.06.545, and the time limitations set forth in Chapter 13.05, Table G.
7. Utilities ~~Necessary public utilities and public service uses or structures on approved sites.~~
8. Park and r ~~Recreational facilities.~~
9. Surface Mining, and subject to the requirements of Section 13.06.540.

* * *

13.06.650 Application for rezone of property.

* * *

E. Limitations on rezones in Mixed-Use Centers. After adoption of the area-wide reclassifications establishing and confirming the Mixed-Use Center zoning district boundaries in 2009, no property shall be reclassified to or from a Mixed-Use Center zoning district (~~X-district~~) except through a subsequent area-wide reclassification.

F. Limitations on rezones in certain overlay zoning districts. The boundaries of the following area-wide zoning overlay districts can only be amended through another area-wide reclassification: view-sensitive, groundwater protection, manufacturing/industrial center, and historic and conservation overlay districts.

G. Area-wide reclassifications adopted by the City Council supersede any previous reclassifications and any conditions of approval associated with such previous reclassifications.

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13.06.700 Definitions and illustrations.

* * *

Alteration. A physical change to a structure or a site. Alterations do not include normal maintenance and repair or any of the following:

1. Changes to the façade of a building;
2. Changes to the interior of a building;
3. Increases or decreases in floor area of a building;
4. Changes to other structures, including parking garages, on the site or the development of new structures;
5. Changes to landscaping, off-street parking spaces, and other improvements to a site; and/or
6. Demolition

Alteration, substantial. As used in Chapter 13.06A – Downtown Tacoma, alterations within a two-year period:

1. The total cost of which, excluding purchase costs of the property and/or building, exceeds 50 percent of the replacement value of a building or structure;
2. The total cost of which, excluding purchase costs of the property, exceeds 50 percent of the replacement value of site improvements;
3. Which increase the gross square footage by more than 50 percent of buildings and structures; or
4. Which increase the gross square footage by more than 50 percent of a surface parking lot.

* * *

Art gallery. A space with public access from the sidewalk in the space and which is located within a building for the interior exhibition or display of artworks which may or may not be offered for sale to the public.

* * *

Building, face or wall. All window and wall area of a building in one plane or elevation.

Building footprint. The outline of the total area that is surrounded by the exterior walls of a building or portion of a building, exclusive of courtyards. In the absence of surrounding exterior walls, the building footprint shall be the area under the horizontal projection of the roof, excluding any roof overhangs.

Building, height of. In commercial, mixed-use, industrial, and downtown districts, building height shall be measured consistent with the applicable Building Code, Height of Building. In residential districts (those addressed in Section 13.06.100), the method provided below shall be used:

1. The height limit shall be the vertical distance between existing grade and a plane essentially parallel to the existing grade. The corners of such plane shall be located above the base points.
2. The base points shall be located at the four corners of the foundation or, if the foundation of the structure does not form a rectangle, at the four corners of the smallest rectangle which surrounds the foundation.
3. The base points shall be located on existing grade, unless determined otherwise by the Land Use Administrator in accordance with the provisions of Section 13.06.645.B.3.a.
4. Additional height at the rate of one foot for each 6 percent of the slope shall be allowed. This additional height shall not be allowed on the uphill portion of the structure. For the purpose of this provision, the slope shall be the difference between the elevation of the highest base point and the elevation of the lowest base point divided by the distance between those two base points.
5. No portion of a structure, including the highest gable, unless specifically excepted, shall extend above the height limit; provided, however, that a legal structure that existed before June 18, 1989, that was destroyed by fire, natural disaster, explosion, or other calamity or act of God or the public enemy may be rebuilt to its previous height within the building's prior actual dimensions, including, but not limited to, height, roof pitch, depth, and width. Such a structure cannot be enlarged, expanded, or otherwise increased in size without the enlargement or expansion meeting the zoning regulations in effect at the time of the expansion.

The height of a stepped or terraced building is the maximum height of any segment of the building.

* * *

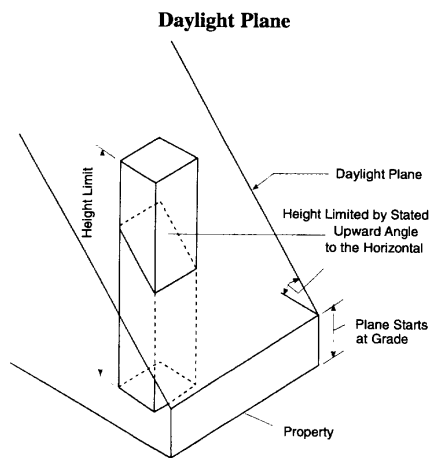
Cornice. Projection at the top of a wall; a term applied to construction where the roof and side walls meet.
~~Illustrated as required in certain districts of this chapter:~~

* * *

Craft food and non-alcoholic beverage production. An establishment of no more than 4,000 square feet that is engaged in the production of food and/or non-alcoholic beverage products and which, due to the nature and limited scale of the activities, is compatible with retail sales and service uses and produces minimal off-site impacts. Such establishments must include an accessory and related on-site retail sales and/or eating and drinking component which occupies at least 10% of the total gross floor area. This classification allows wholesale and/or off-premises sales and includes, but is not limited to, bakeries, confectionaries, butchers, and coffee roasting establishments, but excludes microbrewery/winery uses and/or industry, light uses.

* * *

Daylight plane. An inclined plane, beginning at a stated height above grade, generally at a ~~side or rear~~ property line or setback line or buffer, and extending into the site at a stated upward angle to the horizontal, which may limit the height or horizontal extent of structures at any specific point on the site where the daylight plane is more restrictive than the height limit or the minimum setbacks applicable at such point on the site.



Decorative grille. An open framework of metal, wood, or other material arranged in a pattern that effectively obscures the views of parked cars located in an off-street parking structure from the public right-of-way.

* * *

Drive-through within a building. A drive-through in which the window and all driving and stacking lanes are contained within a building.

* * *

Eating and drinking. Establishments in which food and/or beverages are prepared and sold at retail for immediate consumption. Eating and drinking establishments include restaurants and drinking establishments as defined below: serving primarily prepared food or beverages for consumption on or off premises. This classification includes restaurants, sandwich shops, coffee shops, bars, cocktail lounges, and taverns, but does not include brewpubs, catering services, or industrial-scale food production facilities.

1. "Drinking establishment" means an establishment other than a restaurant, licensed to sell alcoholic beverages for consumption on premises; that limits patronage to adults of legal age for the consumption of alcohol; and in which limited food service may be accessory to the service of alcoholic beverages. Drinking establishments may include but are not limited to taverns, saloons, bars, pubs, or cocktail lounges associated with restaurants. This use does not include brewpubs, catering services, or industrial-scale food production facilities.

2. "Restaurant" means a use in which food and/or beverage preparation and service is provided for individual consumption either on- or off-premises, and in which any service of alcoholic beverages is accessory to the service of food. This classification includes, but is not limited to, cafés, eateries, bistros, diners, restaurants, sandwich shops, and coffee shops.

* * *

Floor Area Ratio (FAR). The amount of floor area within a building as a multiple of the lot area. Right-of-way that has had its air rights vacated shall be considered as lot area for calculating FAR. For the purposes of calculating allowable FAR within the downtown area, floor area shall exclude the following areas when calculating the maximum FAR:

1. Spaces below grade;
2. Space used for retail uses or restaurants that front the sidewalk; and
3. Space devoted to special features.
4. Area used for parking
5. Mechanical equipment, elevators, and stair shafts
6. Exterior decks, balconies, and corridors open to the air

* * *

~~Food and non-alcoholic beverage production and processing, limited. An establishment engaged in the production, processing, and distribution of food and non-alcoholic beverage products that are compatible with retail sales and service uses, and which, due to the nature and limited scale of the activities, produces minimal off site impacts. Such establishments also include on-site retail sales as an accessory or principal use. This classification allows wholesale and/or off-premise sales and includes, but is not limited to, bakeries, confectionaries, and coffee roasting establishments, but excludes microbrewery/winery uses and/or industry, light uses. All production, processing, and distribution activities are to be conducted within an enclosed building.~~

* * *

Frontage (for the purposes of the sign regulations).

1. Freestanding sign. For the purpose of computing the size of a freestanding sign, frontage shall be the length of the property line parallel to and abutting each public right-of-way bordered.
2. Building mounted sign. For the purpose of computing the size of building mounted signs, frontage shall be the length of that portion of the building containing the business oriented onto a right-of-way or parking lot. For a business with more than one frontage, the largest frontage with a public entrance shall be used.

* * *

Mixed-rate housing. Includes both affordable and market-rate housing units in the same housing or mixed-use development.

* * *

Mural. A decorative design or scene intended to provide visual enjoyment this is painted or placed on an exterior building wall. A mural contains no commercial messages, logo or corporate symbol.

* * *

Neutral surface (for purposes of the sign regulations). The building surface, cabinetry, and opaque surfaces which are not an integral part of the sign message.

* * *

Normal maintenance and repair. "Normal maintenance" includes those usual acts designed to keep a building, structure, or site, or portion thereof, in a sound condition and operation. "Normal repair" includes those usual acts designed to restore a building, structure, or site, or portion thereof, to a state comparable to its original condition within a reasonable period after decay or partial destruction. Maintenance or repair does not include acts that would noticeably change the size, shape, location, external appearance, potential impacts, or character of existing development.

* * *

Parapet. A protective railing, false front, or low wall along the edge of a roof, balcony or terrace and extending above the roof line, generally provided for decorative, drainage control, and/or fire separation purposes.

* * *

Parcel and mail services. A use which provides for the preparation of parcels and packages for shipping, delivery, and mailing for walk-in clientele.

* * *

Person. Person shall mean and include a person, firm, partnership, association, corporation, company, or organization, singular or plural, of any kind.

* * *

Pipestem lot. An interior lot in which the buildable area is not bound laterally by a public or private road, and which gains access by means of a lot extension, a driveway easement, or the terminus of a private or public road. Also commonly referred to as flag lots. [ADD DIAGRAM](#)

* * *

Public benefit use. As used in Chapter 13.06A – Downtown Tacoma, public benefit uses shall include any of the following uses:

1. Day care available to the general public
2. Human services, such as employment counseling and walk-in clinics
3. Recreation, such as health clubs
4. Community meeting rooms
5. Art gallery or museum
6. Drop-in centers for youth or seniors

Public facility. Any facility funded in whole or part with public funds, which provides service to the general public, including, but not limited to, public schools, public libraries, community centers, public parks, government facilities, or similar uses.

* * *

Replacement value. The value of a building as calculated using the latest “Evaluation Table” printed in the *Building Standards* magazine, published by the International Conference of Building Officials, based on the existing occupancy and the most closely appropriate type of construction.

* * *

Roof line or ridge line. The top edge of the roof or top of a parapet, whichever forms the top line of the building silhouette, excluding any cupola, pylon, chimney, mechanical equipment, or other minor projection.

* * *

Searchlight. An apparatus for projecting a beam or beams of light.

* * *

Shopping center. ~~A unified grouping of two or more commercial establishments, such as retail, eating and drinking, office, and personal service uses, which are located on a single site with common/shared parking facilities. Shopping centers may occupy a single structure or separate structures that are physically or functionally related, but establishments with accessory uses, such as a grocery store with an accessory coffee shop, are not, by themselves, considered a shopping center.~~ ~~A unified group of retail businesses and service uses on a single site with common parking facilities.~~ A shopping center may include pads for future buildings.

* * *

Sign. Any object, device, display, structure, or part thereof, which is used to advertise, identify, direct, or attract attention to a product, business, activity, place, person, institution, or event using words, letters, figures, designs, symbols, fixtures, colors, illuminations, or projected images.

Sign, abandoned. A sign that no longer correctly directs any person or advertises a bona fide business, lessor, owner, product, or activity conducted or available on the premises where such sign is located.

Sign, A-Board. A sign which consists of two panels hinged or attached at the top or side, designed to be movable and stand on the ground. Also commonly known as sandwich board signs.

Sign, animated. A sign that uses movement, by either natural or mechanical means, to depict action or create a special effect or scene.

Sign, architectural blade. A sign structure which is designed to look as though it could have been part of the building structure, rather than something suspended from or standing on the building.

Sign area. The total area of a sign, as measured by the perimeter of the smallest rectangle enclosing the extreme limits of the letter, module, or advertising message visible from any one viewpoint or direction, excluding the sign support structure, architectural embellishments, decorative features, or framework which contains no written or advertising copy. (Includes only one side of a double-faced sign, unless noted otherwise.)

1. Individual letter signs, using a wall as the background without added decoration or change in wall color, shall be calculated by measuring the smallest rectangle enclosing each letter. The combined total area of each individual letter shall be considered the total area of the sign.

2. For a multiple face sign, the sign area shall be computed for the largest face only. If the sign consists of more than one section or module, all areas will be totaled.

3. Neutral surfaces (i.e., graphic design, wall murals and colored bands), shall not be included in the calculation. (See definition of "Neutral Surface.")

4. The area of all regulated signs on a business premises shall be counted in determining the permitted sign area.

Sign, awning. A sign affixed to the surface of an awning and which does not extend vertically or horizontally beyond the limits of such awning.

Sign, banner. A sign intended to be hung either with or without a frame, possessing characters, letters, illustrations, or ornamentations applied to paper, plastic, or fabric of any kind.

1. Commercial banner. A banner used for commercial purposes, which includes "For Lease," "Grand Opening," "Sale," etc.

2. Cultural, civil, and educational banner. A banner used for cultural, civic, or educational events, displays, or exhibits.

Sign, billboard. A sign which advertises goods, products, events, or services not necessarily sold on the premises on which the sign is located; however, a person, business, or event located on the premises shall not be identified. The sign may consist of:

1. Poster panels or bulletins normally mounted on a building wall or freestanding structure with advertising copy in the form of posted paper.

2. Painted bulletins, where the message of the advertiser is painted directly on the background of a wall-mounted or freestanding display area.

Sign, blade - pedestrian oriented. A double-faced sign intended for pedestrian viewing installed perpendicular to the building facade for which it identifies.

Sign, center identification. Any sign which identifies a shopping center, industrial center, or office center by name, address, or symbol. Center identification signs may also identify individual businesses and activities located within the center.

Sign, changing message center. An electronically controlled sign, message center, or readerboard where copy changes of a public service or commercial nature are shown on the same lamp bank (i.e., time, temperature, date, news, or commercial information of interest to the traveling public).

Sign, changeable copy (manual). Any sign that is designed so that characters, letters, or illustrations can be changed or rearranged by hand, without altering the face or the surface of the sign (i.e., readerboards with changeable pictorial panels).

Sign, construction. A temporary sign giving the name or names of principal contractors, architects, lending institutions, or other persons or firms responsible for construction on the site where the sign is located, together with other information included thereon.

Sign, corporate logo. A logo sign consists of a symbol or identifying mark(s) used as part of a corporation identification scheme that is meant to identify a corporation, company, or individual business or organization. Internally illuminated cabinet signs shall not be allowed for use as a logo sign above 35 feet in any of the downtown districts.

Sign, directional. Any sign which serves solely to designate the location of any place, area, or business within the City limits of Tacoma, whether on-premises or off-premises.

Sign, directory. A sign on which the names and locations of occupants or the use of a building is given.

Sign, electrical. A sign or sign structure in which electrical wiring, connections, and/or fixtures are used as any part of the sign.

Sign, flashing. An electrical sign or portion which changes light intensity in sudden transitory bursts, but not including signs which appear to chase or flicker and not including signs where the change in light intensity occurs at intervals of more than one second.

Sign, freestanding. A permanently installed, self-supporting sign resting on or supported by means of poles, standards, or any other type of base on the ground.

Sign graphics. An aggregate of designs, shapes, forms, colors, and/or materials located on an exterior wall and relating to or representing a symbol, word, meaning, or message.

Sign, ground. A sign that is six feet or less in height above ground level and is supported by one or more poles, columns, or supports anchored in the ground.

Sign height. The vertical distance measured from the adjacent grade at the base of the sign to the highest point of the sign structure; provided, however, the grade of the ground may not be built up in order to allow the sign to be higher.

Sign, identification or directory. A combination sign used to identify numerous buildings, persons, or activities which relate to one another, which is used as an external way-finding for both vehicular and pedestrians traffic.

Sign, illuminated. A sign designed to give forth any artificial or reflected light, either directly from a source of light incorporated into or connected with such sign or indirectly from a source intentionally directed upon it, so shielded that no direct illumination from it is visible elsewhere than on the sign and in the immediate proximity thereof.

Sign, incidental. A small sign intended primarily for the convenience and direction of the public on the premises, which does not advertise but is informational only, and includes information which denotes the hours of operation, telephone number, credit cards accepted, sales information, entrances and exits, and information required by law. Incidental information may appear on a sign having other copy as well, such as an advertising sign.

Sign landscaping. Any material used as a decorative feature, such as planter boxes, pole covers, decorative framing, and shrubbery or planting materials, used in conjunction with a sign, which expresses the theme of the sign but does not contain advertising copy.

Sign, marquee. A sign attached to and made part of a marquee. A marquee (or canopy) is defined as a permanent roof-like structure attached to and supported by the building and projecting beyond a building, but does not include a projecting roof.

Sign, nonconforming. A nonconforming sign shall mean any sign which does not conform to the requirements of this Chapter.

Sign, off-premises open house or directional sign. A sign advertising a transaction involving:

1. A product sold in a residential zone;
2. A product that cannot be moved without a permit; and/or
3. A product with a size of at least 3,200 cubic feet.

Sign, off-premises. A sign that identifies or gives directional information to a commercial establishment not located on the premises where the sign is installed or maintained.

Sign, on-premises. Any sign identifying or advertising a business, person, activity, goods, products, or services primarily located on the premises where the sign is installed or maintained.

Sign, political. A temporary sign which supports the candidacy of any candidate for public office or urges action on any other matter on the ballot in a primary, general, or special election.

Sign, portable. Any sign not permanently attached to the ground or a building. (Includes A-frame, sandwich boards, and portable readerboards.)

Sign, projecting. A sign, other than a wall sign, which is attached to and projects from a structure or building face.

Sign, public information. A sign erected and maintained by any governmental entity for traffic direction or for designation of, or direction to, any school, hospital, historical site, or public service, property, or facility. Public signs include those of such public agencies as the Port of Tacoma, Pierce Transit, the Tacoma School District, and the MetroParks Tacoma.

Sign, readerboard. A sign consisting of tracks to hold letters, which allows for frequent changes of copy; usually such copy is not electronic.

Sign, real estate. Any sign which is only used for advertising the sale or lease of ground upon which it is located or of a building located on the same parcel of ground.

Sign repair. To paint, clean, or replace damaged parts of a sign, or to improve its structural strength, but not in a manner that would change the size, shape, location, or character.

Sign, roof sign. Any sign erected upon, against, or directly above a roof or parapet of a building or structure.

Sign, rotating. Any sign or portion thereof which physically revolves about an axis.

Sign structure. Any structure which supports, has supported, is designed to support, or is capable of supporting a sign, including a decorative cover.

Sign, swinging. A sign installed on an arm or spar that is fastened to an adjacent wall or upright pole, which sign is allowed to move or swing to a perceptible degree.

Sign, temporary off-premises. An off-premises advertising sign attached to temporary fencing during the time of construction.

Sign, temporary. An on-premises sign, banner, balloon, pennant, valance, A-board, or advertising display constructed of cloth, canvas, fabric, paper, cardboard, plywood, wood, wallboard, plastic, sheet metal, or other similar light material, with or without a frame, which is not permanently affixed to any sign structure and which is intended to be displayed for a limited time only.

Sign, under-marquee. Signs or other information-conveying devices that are affixed to the underside of a marquee and project down from the bottom of the marquee.

Sign, unlawful. Any sign which was erected in violation of any applicable ordinance or code governing such erection or construction at the time of its erection, which sign has never been in conformance with all applicable ordinances or codes.

Sign, wall. A sign painted on or attached to or erected against the wall of a building with the face in a parallel plane of the building wall. Also known as a fascia sign.

Sign, warning. Any sign which is intended to warn persons of prohibited activities such as “no hunting” and “no dumping.”

Sign, window. A sign painted on, affixed to, or installed inside a window for purposes of viewing from outside the premises.

* * *

Telecommunications exchange facility. A structure where the majority of its floor area is used for equipment for the purposes of automatically receiving, decoding, routing, recoding, and sending of voice and data communications.

* * *

Total cost. All costs associated with an alteration incurred from project initiation to project completion, excluding the purchase costs for the building and site.

* * *

Transparency. Glazing through which it is possible to see clearly into and out of a building or into a window display.

* * *

Tree. A self-supporting woody perennial plant that generally matures at a height greater than fifteen feet, has a minimum mature canopy width of ten feet, and is capable of being shaped and pruned to develop a branch-free trunk to at least seven feet in height.

* * *

Variance. The procedure by which the strict application of the provisions of this title relating to height, area, setbacks, parking, design and other such development standards may be modified for a particular project based on special circumstances applicable to the specific property and/or project. Variances cannot change the underlying zoning or allow for uses that are otherwise prohibited. Since variances are an adjustment to the standards, projects that have received approval of a variance shall be considered to be conforming to that standard.

Chapter 13.06A
DOWNTOWN TACOMA

* * *

13.06A.030 Definitions.

~~See Section 13.06.700. As used in this chapter, unless context dictates otherwise, the following definitions shall apply:~~

~~1. "Alteration" means a physical change to a structure or a site. Alteration does not include normal maintenance and repair or total demolition. Alteration does include any of the following:~~

- ~~a. Changes to the facade of a building;~~
- ~~b. Changes to the interior of a building;~~
- ~~c. Increase or decrease to floor area of a building;~~
- ~~d. Changes to other structures, including parking garages, on the site or the development of new structures; and/or~~
- ~~e. Changes to landscaping, off street parking spaces, and other improvements on a site.~~

~~2. "Alteration, substantial" means alterations within a two-year period:~~

- ~~a. The total cost of which, excluding purchase costs of the property and/or building, exceeds 50 percent of the replacement value of a building or structure;~~
- ~~b. The total cost of which, excluding purchase costs of the property, exceeds 50 percent of the replacement value of site improvements;~~
- ~~c. Which increase the gross square footage by more than 50 percent of buildings and structures; or~~
- ~~d. Which increase the gross square footage by more than 50 percent of a surface parking lot.~~

~~3. "Art Gallery" means a space with public access from the sidewalk into the space and which is located within a building for the interior exhibition or display of artworks which may or may not be offered for sale to the public.~~

~~4. "Decorative grille" means an open framework of metal, wood, or other material arranged in a pattern that effectively obscures the views of parked cars located in an off street parking structure from the public right of way.~~

~~5. "Development" means all improvements on a site, including buildings, other structures, parking and loading areas, landscaping, paved or graveled areas, and areas devoted to exterior display, storage, or activities. Development includes improved open areas such as plazas and walkways, but does not include natural geologic forms or unimproved land.~~

~~6. "Drive-through within a building" means a retail or service use with a window offering goods and services to people in vehicles in which the window and all driving and stacking lanes are contained within a building.~~

~~7. "Floor Area" is the sum of the gross horizontal area of all floors of a building or portion thereof, measured to the inside face of exterior walls and excluding the area used for parking, mechanical equipment, elevators, stair shafts, exterior decks, balconies, and corridors open to the air.~~

~~8. "Floor Area Ratio (FAR)" is the amount of floor area within a building as a multiple of the lot area. Right of way that has had its air rights vacated shall be considered as lot area for calculating FAR. For the purposes of calculating allowable FAR within the downtown area, floor area shall exclude the following areas when calculating the maximum FAR:~~

- ~~a. Spaces below grade.~~
- ~~b. Space used for retail uses or restaurants that front the sidewalk.~~
- ~~c. Space devoted to special features.~~

~~9. "Mixed rate housing" shall include both affordable and market rate housing units in the same housing or mixed-use development.~~

~~10. "Nonconforming development" means development or an element of development that lawfully existed on January 10, 2000, the date this chapter became effective, and which does not conform to the development standards and basic design standards of the district in which it is located.~~

~~11. “Normal maintenance” means physical changes which keep a building, structure, or site, or a portion thereof, in a sound condition and operation.~~

~~12. “Parcel and mail services” means a use which provides for the preparation of parcels and packages for shipping, delivery, and mailing for walk-in clientele.~~

~~13. “Primary pedestrian street” means a street that is intended to support pedestrian activity throughout the day. Primary pedestrian streets are:~~

~~a. Pacific Avenue between S. 7th and S. 25th Streets.~~

~~b. Broadway between S. 7th and S. 15th Streets.~~

~~c. Commerce Street between S. 7th and S. 15th Streets.~~

~~d. “A” Street between S. 7th and S. 12th Streets.~~

~~e. Tacoma Avenue between S. 7th and S. 15th Streets.~~

~~14. “Public benefit use” means any of the following uses shall qualify:~~

~~a. Day Care, available to the general public.~~

~~b. Human Services, such as employment counseling and walk-in clinics.~~

~~c. Recreation, such as health clubs.~~

~~d. Community Meeting Room.~~

~~e. Art Gallery or Museum.~~

~~f. Drop-in centers for youth and seniors.~~

~~15. “Repair” means physical changes to a building, structure, or site, or a portion thereof, to fix or restore to sound condition after damage or deterioration.~~

~~16. “Replacement value” means the value of a building as calculated using the latest “Evaluation Table” printed in the *Building Standards* magazine, published by the International Conference of Building Officials, based on the existing occupancy and the most closely appropriate type of construction.~~

~~17. “Telecommunications exchange facility” means a structure where the majority of its floor area is used for equipment for the purposes of automatically receiving, decoding, routing, recoding, and sending of voice and data communications.~~

~~18. “Total cost” means all costs associated with an alteration incurred from project initiation to project completion excluding the purchase costs for the building and site.~~

~~19. “Transparency” means glazing through which it is possible to see clearly the internal activity of the building or into a window display.~~

~~20. “Works of art” means all forms of original, artist-produced creations of visual art, including, but not limited to, sculptures, murals, paintings, inlays, earthworks, mosaics, etc. Works of art can be both self-standing and/or integrated into the structure or its grounds. Not included in this definition is the reproduction of original works of art, mass-produced artworks, or architect-designed elements. Also not included are directional signage or supergraphics, maps, etc., except where an artist is employed.~~

13.06A.040 Downtown Districts and uses.

A. After the area-wide reclassification establishing the following Downtown Districts, no property within the Downtown Districts shall be reclassified except through a subsequent area-wide reclassification as provided for in TMC 13.02.045.

B. No property shall be reclassified to a Downtown District except through an area-wide reclassification as provided for in TMC 13.02.045.

C. Downtown Commercial Core District (DCC).

This district is intended to focus high rise office buildings and hotels, street level shops, theaters, and various public services into a compact, walkable area, with a high level of transit service.

1. Preferred—retail, office, hotel, cultural, governmental.

2. Allowable—residential, industrial located entirely within a building.

3. Prohibited—industrial uses not located entirely within a building; drive-through-~~uses~~ not located within a building, and automobile service stations/gasoline dispensing facilities in addition to those noted in TMC 13.06A.050.

D. Downtown Mixed-Use District (DMU).

This district is intended to contain a high concentration of educational, cultural, and governmental services, together with commercial services and uses.

1. Preferred—governmental, educational, office, cultural.
2. Allowable—retail, residential, industrial located entirely within a building.

3. Prohibited—industrial uses not located entirely within a building, movie theaters greater than six screens, automobile service stations/gasoline dispensing facilities, and drive through-~~uses~~ that are not located within a building but are located within 100 feet of a light rail or streetcar street, in addition to those noted in TMC 13.06A.050.

E. Downtown Residential District (DR).

This district contains a predominance of mid-rise, higher density, urban residential development, together with places of employment and retail services.

1. Preferred—residential.
2. Allowable—retail, office, educational.
3. Prohibited—industrial, movie theaters greater than six screens in addition to those noted in TMC 13.06A.050.

F. Warehouse/Residential District (WR).

This district is intended to consist principally of a mixture of industrial activities and residential buildings in which occupants maintain a business involving industrial activities.

1. Preferred—industrial located entirely in a building, residential.
2. Allowable—retail, office, governmental.
3. Prohibited:
 - a. Movie theaters greater than six screens, in addition to those noted in TMC 13.06A.050.
 - b. Drive through uses that are not located within a building but are located within 100 feet of a light rail or streetcar street.

* * *

13.06A.052 Primary Pedestrian Streets.

A. Within the Downtown, the “primary pedestrian streets” are considered key streets in the intended development and utilization of the area due to pedestrian use, traffic volumes, transit connections, and/or visibility. The streetscape and adjacent development on these streets should be designed to support pedestrian activity throughout the day. They are designated for use with certain provisions in the Downtown zoning regulations, including setbacks and design requirements. Within the Downtown, the primary pedestrian streets are:

1. Pacific Avenue between S. 7th and S. 25th Streets.
2. Broadway between S. 7th and S. 15th Streets.
3. Commerce Street between S. 7th and S. 15th Streets.
4. “A” Street between S. 7th and S. 12th Streets.
5. Tacoma Avenue between S. 7th and S. 15th Streets.

* * *

13.06A.055 Nonconforming Development.

A. It is intended that nonconforming development or elements of nonconforming development that affect appearance, function, and design quality be brought into conformance with the development and basic design standards of this chapter. It is not intended to bring nonconforming development into compliance immediately, but

to have future development comply with the purpose and intent of this code and eventually be brought into conformance with its standards. It is not intended to require extensive changes that are impractical, such as moving or lowering buildings.

B. For purposes of the Downtown zoning districts, nonconforming development shall mean development or an element of development that lawfully existed on January 10, 2000, the date this chapter became effective, and which does not conform to the current development standards and basic design standards of the district in which it is located.

CB. Nonconforming development may continue as set forth in Section 13.06.630, unless specifically limited by other regulations of this chapter.

DC. Additions to buildings nonconforming to the development standards or basic design standards must comply with these standards, unless otherwise exempted. No addition can increase the nonconformity to the development or basic design standards or create new nonconformity with these standards.

* * *

13.06A.070 Basic design standards.

* * *

C. Standards Applicable to Development in All Districts.

1. The basic design standards and additional standards applicable to the DCC and DR districts, except as otherwise noted, shall apply to all new construction, additions, and substantial alterations.

2. All rooftop mechanical for new construction shall be screened with an architectural element -such as a high parapet, a stepped or sloped roof form, or equivalent architectural feature that is at least as high as the equipment being screened. Fencing is not acceptable. The intent of the screening is to make the rooftop equipment minimally visible from public rights-of-way within 125 feet of the building, provided said rights-of-way are below the roof level of the building. In those instances where the rights-of-way within 125 feet of the building are above the roof level of the building, the mechanical equipment should be the same color as the roof to make the equipment less visible. If the project proponent demonstrates that the function and integrity of the HVAC equipment would be compromised by the screening requirement, it shall not apply. This standard shall not apply to existing buildings undergoing substantial alteration.

3. One street tree shall be provided per each 25 linear feet of frontage, with tree grates covering the pits, in conformance with City requirements. This standard, in its entirety, shall apply to all new construction, additions, substantial alterations, and when 50 percent or more of the existing sidewalk is replaced. One street tree shall be provided, consistent with the requirements of this standard, for each 25 linear feet of existing sidewalk that is replaced. Existing street trees shall be counted toward meeting this standard. Trees and grates should conform to the *Tacoma Downtown Streetscape Study and Design Concepts*.

a. The required street trees should generally be evenly spaced to create or maintain a rhythmic pattern, but can be provided with variations in spacing and/or grouped to accommodate driveways, building entrances, etc. To achieve consistency with the existing pattern of tree spacing, the quantity of required street trees may be modified.

* * *

4. All new surface parking lots-, additions to parking lots, parking lots associated with buildings undergoing substantial alteration, parking lots increased in size by 50 percent, and parking lots altered on 50 percent of its surface shall provide a perimeter landscaping strip abutting adjacent sidewalks containing a combination of trees and shrubs.

* * *

5. The ground-level facades of new or substantially altered parking garages and additions shall be designed to obscure the view of parked cars. Where commercial or residential space is not provided to accomplish this, features such as planters, decorative grilles, architectural elements, or works of art shall be used. Parking garage openings at the level of and facing a street, alley, courtyard, plaza, or open parking area shall incorporate such elements in a manner that effectively reduces the visibility of vehicles within the garage while still allowing for limited visibility into and out of the garage. Any portion of the screening that is between 3 and 7 feet above the adjacent grade shall be at least 20% transparent but not more than 80% transparent. Vehicular access openings shall be exempt from this standard. This standard also shall apply when 50 percent or more of the sidewalk level facade is altered.

a. “Works of art,” as used herein and in other portions of this Chapter, means all forms of original, artist-produced creations of visual art, including, but not limited to, sculptures, murals, paintings, inlays, earthworks, mosaics, etc. Works of art can be both self-standing and/or integrated into the structure or its grounds. The reproduction of original works of art, mass-produced artwork, or architect-designed elements are not included. Also not included are directional signage or super graphics, maps, etc., except where an artist is employed.

* * *

9. New driveways shall be located from an alley, court, or street which does not have light rail or streetcar lines or is not designated as a Primary Pedestrian Street. Existing driveways may remain and be maintained. Abandoned driveways shall be removed when required by the Traffic Engineer.

a. If a driveway is not feasible from a non-designated alley, court, or street, a driveway may be located from a street having light rail or streetcar lines or a designation of Primary Pedestrian Street.

b. Maximum driveway width on a street having light rail or streetcar lines or on a defined Primary Pedestrian Street is 25 feet.

c. All driveways on a street having light rail or streetcar lines or on a defined Primary Pedestrian Street shall be no closer than 150 feet as measured to their respective centerlines, provided that there will be allowed at least one driveway from each development to each abutting street.

d. All driveways on a street having light rail or streetcar lines shall be equipped with a sign to warn exiting vehicles about approaching trains.

* * *

13.06A.080 Design Standards for Increasing Allowable FAR.

At least four of the following standards shall be incorporated into each development to increase allowable FAR as shown in the Development Standards Table. For each standard that is additionally met, the maximum allowable FAR indicated in the Development Standards Table may be increased by .5.

These standards suggest the result to be achieved. It is expected that the review process would allow for flexibility and creativity in meeting the intent. ~~Meeting t~~These standards shall be in addition to ~~meeting~~ the basic design standards and, if applicable, the additional standards specified for the DCC and DR districts.

* * *

13.06A.130 Severability.

Should any section, clause, or provision of this chapter be declared by the court to be invalid, the same shall not affect the validity of the chapter ~~-,~~ as a whole or any part thereof, other than the part so declared to be invalid.



COMMUNITY MEETING

POTENTIAL REVISIONS TO THE SIGN CODE FOR BILLBOARDS

Agenda Item
C-1

Monday, January 31, 2011 5:00 – 7:00 pm

The Evergreen State College – Tacoma Campus 1201 6th Avenue, Lyceum Hall

WHAT CHANGES ARE BEING CONSIDERED?

The Tacoma Planning Commission is considering revisions to the City's billboard regulations. The proposed changes include allowing the installation of digital billboards in exchange for the removal of a substantial number of static billboards. In addition, the Commission is considering revisions regarding the allowed height, size, location, and other standards for digital billboards.

The Planning Commission is currently studying this proposal and the related portions of the Code, and would like to get early community input on these potential changes. Over the next few months, the Commission will be studying this proposal and early community feedback, and then will hold a public hearing before making their recommendation to the City Council, who will make the final decision. The Council is currently scheduled to make its final decision in July.

WHAT IS THE WORKSHOP ABOUT?

As one of the first steps in the process, the City is hosting a public workshop to describe the proposal, share information about digital billboards, and hear your thoughts on the issues and any important considerations. The workshop will include a short presentation and informal opportunities to talk with the project team about your questions and comments.



WHERE CAN I GET ADDITIONAL INFORMATION?

Additional information, including a project overview, background materials, and the project schedule, is available from the Community and Economic Development Department at the address to the right, and on the City's Planning Division website:

www.cityoftacoma.org/planning
(then click on "Billboards")

If you have additional questions, please feel free to contact:

SHIRLEY SCHULTZ, CITY OF TACOMA
shirley.schultz@cityoftacoma.org
(253) 591-5121



COMMUNITY & ECONOMIC DEVELOPMENT DEPT.
747 MARKET STREET – ROOM 1036
TACOMA WA 98402
(253) 591-5365

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The City of Tacoma does not discriminate on the basis of handicap in any of its programs or services. Upon request, special accommodations will be provided within five (5) business days by contacting the City Clerk's Office at 591-5171 (voice) or 591-5058 (TDD).



Pierce Transit Proposition 1

February 8, 2011 Special Election

Open Houses

Agenda Item
C-2

Learn what will happen if Proposition 1 passes and what will happen if it fails. Pierce Transit staff will answer questions.
You're welcome at any time during Open House hours.

GIG HARBOR/KEY PENINSULA

Wednesday, January 12, 5 – 7:00pm
Gig Harbor Civic Center
3510 Grandview St
On Routes 100, 102

TACOMA

Monday, January 24, 4 – 6:00pm
The Evergreen State College (Commons Area)
1210 - 6th Ave
On Routes 1, 16, 26, 28

SUMNER/E. PIERCE COUNTY

Tuesday, January 18, 4 – 6:00pm
Sumner City Hall – Council Chambers
1104 Maple St
On Routes 408, 409

TACOMA

Tuesday, January 25, 4 – 6:00pm
Tacoma Goodwill Industries
Milgard Work Opportunity Center
714 S 27th St
On Routes 3, 26, 45, 48

LAKWOOD/UNIVERSITY PLACE

Wednesday, January 19, 4 – 6:00pm
Pierce Transit Training Center
3720 - 96th St SW
On Routes 48, 300

PUYALLUP/SOUTH HILL

Wednesday, January 26, 4 – 6:00pm
Puyallup Library (Board Room)
324 S Meridian
On Route 402

For more on Proposition 1
Visit PTtomorrow.org



Pick up a
Facts & Info
brochure on
buses or at
Pierce Transit
Bus Shops.

From: Breaking News
Sent: Tuesday, January 04, 2011 12:27 PM
To: *Entire Agency
Subject: ST Media Advisory: Sound Transit to host open houses to discuss Sounder Station improvements



MEDIA ADVISORY

TO: Puget Sound Editors & Reporters
FROM: Kimberly Reason, (206) 689-3343, or kimberly.reason@soundtransit.org
DATE: January 4, 2011
SUBJECT: **Sound Transit to host open houses to discuss Sounder Station improvements**

WHAT: In January, Sound Transit will host a series of open houses in South Sound communities to present information on the Sounder Station Access Planning Study. The agency is conducting the study to identify potential improvements in the ways commuters access its Sounder stations.

Possible improvements the agency is studying include increased parking, pedestrian sidewalks, crosswalks and bridges, bicycle commute options, and transit facility enhancements.

Open houses will include:

- A description of Sound Transit service areas, transit routes, 2011 budget, and the Sound Transit 2 program
- Objectives of and timeline for the Sounder Station Access Planning Study
- Overview of existing station access issues and discussion of potential solutions
- Informal Q & A and public comment

WHEN: All events take place from 4:00 – 6:00 p.m.

Tacoma - Tuesday, Jan. 18 University of Washington -Tacoma Jane Russell Commons 1918 Pacific Avenue	Sumner - Wednesday, Jan. 19 Sumner School High School Commons 1707 Main St.
Puyallup - Thursday, Jan. 20 Puyallup City Hall: Chamber Hall 333 South Meridian	Lakewood – Tuesday, Jan. 25 Lakewood Boys & Girls Club 10402 Kline St SW
Kent - Wednesday, Jan. 26 Kent Senior Activity Center 600 E. Smith Street	Auburn - Thursday, Jan. 27 Auburn City Hall: Council Chamber 25 W. Main Street

The Station Access Study is part of the ST2 regional transit funding package that voters approved in November 2008. The study is planned through 2011.

NEWS RELEASE

Agenda Item
C-4

Hey, Tacoma! Get empowered. Get involved.

The **Government Leadership Institute**, a cooperative effort of the City of Tacoma's Neighborhood Council Office and the University of Washington Tacoma's Urban Studies Program invites you to:

Six free public sessions

Mondays 5:30-7:00 pm

Keystone Building -Carwein Auditorium, 1900 Commerce St.

This is the seventh year of the *Government Leadership Institute (GLI)*. The purpose of the GLI is to bring together students from the UW Tacoma Urban Studies Program's *Urban Government and Organizations* course and citizens to learn about the organization, operation, and management of the City of Tacoma. We invite guest speakers to the class to discuss their work in relation to course themes and urban development concerns. In addition to enrolled students, guest speaker events are open to local citizens and others interested in the governance of the city of Tacoma. The goal is to create space for thinking critically and creatively about urban politics and policy in Tacoma and to open a dialog between citizens and local public officials and decision makers about the present and future conditions of the city. This year the GLI will focus on the theme: *Planning the Economic Future of Tacoma*. Please direct questions to Elton Gatewood at 253-591-5229.

MONDAY, JANUARY 24: FINANCING DEVELOPMENT IN TACOMA

As cities have become increasingly responsible for managing urban development they have also had to become increasingly creative in how they finance development projects. In this session we examine how cities develop budgets, satisfy obligations, establish priorities, and make plans. Speakers will discuss the local budget making process, revenue streams, and concerns related to future development in the city.

MONDAY, JANUARY 31: STRENGTHENING AND EXPANDING THE LOCAL LABOR MARKET

Recent decades have brought a heightened responsibility for economic development to local governments. Here we consider how current leaders approach *local labor market* development and economic development concerns in the City of Tacoma. Recognizing Tacoma's diverse population and the wide range of educational backgrounds and professional skill levels, emphasis is placed on how the City identifies appropriate jobs and industries and how the city balances development priorities.

MONDAY, FEBRUARY 7: HUMAN CAPITAL DEVELOPMENT IN TACOMA

Following our discussion of labor market development, speakers will discuss *employment training* and job readiness efforts in Tacoma. This discussion will focus on how local residents can develop the human capital needed to access the employment opportunities associated with the city's economic development visions. We will discuss the steps taken (or planned) by the City to ensure that residents are matched up with good jobs that provide living wages, benefits, and opportunities for advancement.

MONDAY, FEBRUARY 14: THE PORT AND THE CITY

Ports exist in a complex relationship with cities: they are independent political entities that are connected with but distinct from nearby cities with which they share a name. Under conditions of globalization their economic role has changed and evolved, with some ports experiencing marginalization and decline and others finding new relevance and vitality. Either way, ports remain important engines of urban economic development. Speakers will discuss the current relationship between the Port and the City of Tacoma and plans and expectations for the future.

MONDAY, FEBRUARY 28: LAND USE POLITICS AND REAL ESTATE DEVELOPMENT

Control over land use is a central component of local government in the United States. Consequently, the politics of land use decision-making are intense and the process through which land use decisions are made is complex and often contentious. Here we explore *land use politics* in order to identify key participants and gain an understanding of how policies and priorities are set and the impacts of land use policies on residential and commercial conditions in the city.

MONDAY, MARCH 7: URBAN POWER AND DECISION-MAKING

After having explored the organization of local government, and the various challenges facing urban management, in this section we will consider how priorities are set and decisions are made. Who decides which urban programs get extended and which get cut? Who decides when it is time to take the city in a new direction, and how do such decisions get made? In many ways these are questions of *power*, but they are also questions of *process*. The guest speakers for this section will discuss the decision-making process in Tacoma and the plans currently in place that will shape the city's immediate future.

